

# 1982 News Releases

JULY

1982

1982 NEWS RELEASES

JULY

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# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Mike Healy  
Department Manager  
Public Affairs

July 1, 1982

FOR IMMEDIATE RELEASE

## BART & UNIONS' NEW CONTRACT

Oakland, Calif. . . BART and its two major unions, Amalgamated Transit Union, Division 1555, and United Public Employees (UPE), Local 390, today announced that the tentative agreement reached last Sunday has now been ratified by both sides.

The BART Board of Directors voted to ratify the agreement today, Thursday, July 1. The memberships of both unions voted to ratify the new agreement last Monday.

BART Board President Eugene Garfinkle said he believes it is a fair and equitable settlement and takes into account the interest of the taxpayers, patrons and employees.

Garfinkle praised the work of the negotiating teams, which began meeting at the bargaining table in March, and concluded at 5 a.m. on Sunday morning, June 27, following an around-the-clock effort to reach an amicable settlement.

He commended the three negotiating teams--BART's headed by the transit district's Department Manager of Employee Relations, Larry Williams; ATU 1555 headed by division president, Everett Riehl; and UPE 390's team headed by BART Chapter Chairperson, Milt Waalkins, and 390 Executive Secretary, Paul Varacalli--for taking a responsible approach which ultimately led to the settlement, thus avoiding any potential disruption and inconvenience to the public.

"This stability will allow us to continue to focus our attention on further improving overall service performance and moving ahead with needed planned capital improvements to increase system capacity," said Garfinkle.

He added that he believes BART has one of the finest work forces anywhere, made up of high quality employees who are dedicated and share management's objectives and pride in the system's accomplishments.

2-2-2-2 BART & UNIONS' NEW CONTRACT

The two unions represent about 1700 of the system's employees out of a total work force of approximately 2150. ATU 1555 represents about 500 train operators and station agents, while UPE 390 represents approximately 1200 maintenance, professional, and clerical workers.

BART General Manager Keith Bernard said the new contract will run for three years (July 1, 1982-June 30, 1985) and provide wage plus some inequity adjustments for specific job categories.

In summarizing the agreement, Bernard said the package was within the cost limitations set by the BART board earlier in the year. The total additional cost of the package will average about 7% per year over the three years of the contract.

A summary of the settlement is as follows:

- Wage rates
- With some exceptions, all employees, including train operators and station agents, will receive 5% on July 1, 1982; 5% in the second year, July 1, 1983; 5% in the third year, July 1, 1984; and one (1) partial cost of living adjustment at the end of the third year, estimated to equal about 1.5% or 21.5 cents an hour, assuming the Consumer Price Index moves 10% during the year.
  - Exceptions for inequities will receive 13.5% on July 1, 1982; and 5% on July 1, 1983; and 5% on July 1, 1984; and one (1) partial cost of living adjustment on June 30, 1985, which is estimated to equal 1.5% or about 21.5 cents an hour.

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

July 2, 1982

Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

ON MONDAY, JULY 5 -- BART WILL BE OPERATING ON ITS SATURDAY SCHEDULE

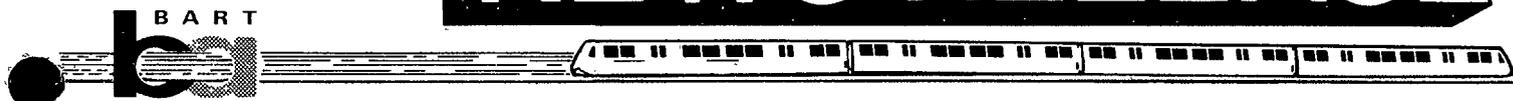
BART will be operating on its regular Saturday schedule on Monday, July 5, with service on all four lines from 6 a.m. to 6 p.m., and then on two lines until 12 midnight. Available at all BART stations are printed "Weekend and Evening Schedules" containing information about this service. Trains will arrive at most stations every 20 minutes. Also, on Monday, July 5, BART Express Buses will be operating on a Saturday schedule, with service available on all lines. BART Express Buses serve the outlying areas in Contra Costa and Alameda Counties from El Cerrito Del Norte, Walnut Creek, Concord, Bay Fair and Hayward BART Stations.

In order to accommodate those planning to attend the 70th Alameda County Fair in Pleasanton, CA, which will continue through July 11, a free shuttle bus provided by the Fair will be in operation between the BART Express Bus "U" Line stop at the corner of First and Neal Streets in downtown Pleasanton and the entrance gates to the Fair. BART Express Bus "U" Line operates between the Hayward BART Station and Livermore seven days a week.

For "public transit" buffs and those who have never ridden on a real old-time "streetcar", the San Francisco MUNI will be operating two historic streetcars built in 1912. They have been completely restored and will run on the "J-Church" line down Market Street between 30th Avenue and The East Bay Terminal on July 3, 4 and 5, between 10:30 a.m. and 6 p.m. Take BART to any BART station in downtown San Francisco and board these old-time cars at any stop on Market Street at street level.

For those planning to go to the Fourth of July fireworks display at Crissy Field at the San Francisco Presidio, take BART to the Montgomery Street Station, then board a MUNI #45 bus on Sansome Street and ride to Fort Mason. A free shuttle will be operating directly to the fireworks display at Crissy Field. When transferring between BART and MUNI, patrons are encouraged to buy a round-trip transfer for 60 cents at Montgomery Street Station for their trip to and from Fort Mason on the #45 line.

# NEWS RELEASE



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

July 9, 1982

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART TO MANY BAY AREA WEEKEND EVENTS

Over the weekend, BART will be the easiest and least expensive way to get to five major sporting and entertainment activities around the bay area.

On Saturday, July 10 and Sunday, July 11, BART's "Billy Ball Special" trains will be in operation providing direct service to the Oakland Coliseum for the games between the Oakland A's and the Baltimore Orioles. On Saturday and Sunday, the "Billy Ball Special" will depart from Concord BART Station at 11:25 a.m., arriving at the Coliseum BART Station at 12:10 p.m. for the game which will begin at 1:05 p.m. Also, on Sunday, a direct "Billy Ball Special" will leave the Daly City Station at 11:35 a.m. and will make all stops on the way to the Coliseum where it will arrive at 12:14 p.m. Those BART patrons riding the "Billy Ball Special" will not need to make a transfer in downtown Oakland. A's fans coming from San Francisco and Richmond on Saturday should board a Fremont bound train for direct service to the game. Fans boarding at the Fremont BART Station and stations to the north can take either a Richmond or San Francisco bound train for service directly to the Coliseum Station.

The Coliseum Stadium is just a short walk from the Coliseum BART Station, via an aerial bridge connecting the two facilities. An elevator to the bridge makes it accessible to persons with mobility impairments. Information about the "Billy Ball Special" train schedules is available at all BART stations.

For those planning to attend the Alameda County Fair the last two days, July 10 and 11, a free shuttle operated by the Fair will be in service between the BART Express Bus "U" Line Stop at the Corner of First and Neal Streets in downtown Pleasanton and the entrance gates to the Fair.

(MORE)

2-2-2-2-

BART TO MANY BAY AREA WEEKEND EVENTS

BART Police Department has an exhibit in the Hall of Commerce at the Fair. This booth will be staffed by two BART police officers between the hours of 10 a.m. and 11 p.m. They will be explaining their role, authority and responsibilities pertaining to the BART system.

BART Express Bus "U" line operates between the Hayward BART Station and Livermore seven days a week. "U" line timetables and route maps are available at the Hayward Station or by calling BART Telephone Information Center (415) 465-BART or the AC Transit Information Center at (415) 653-3535.

The San Francisco Home and Garden Show will open on Saturday, July 10, in Moscone Center. Those planning to take BART to this floral exhibit should take any train bound for Daly City and get off at Montgomery Street BART Station, which is only two blocks from the Moscone Center on Howard Street. The Home and Garden Show takes place through July 18.

At Mariott's Great America Amusement Park in Santa Clara on Saturday, July 10 and Sunday, July 11, in addition to the great stage shows and outstanding rides, the U. S. Fencing Association will be holding a national competition in the martial arts and fencing. This is only one of the many attractions at Great America which is served by BART through a connection with Santa Clara County Transit at the Fremont BART Station on bus lines #20 and #141. These buses operate every 30 minutes between the hours of 9 a.m. and 10 p.m.

On Saturday, July 10 at 8:30 p.m., Bill Graham presents the "38 Special," a rock and roll concert at the Oakland Municipal Auditorium. Those planning to ride BART should go to the Lake Merritt BART Station, where the Oakland Auditorium is only three blocks away.

On Saturday, BART operates on four lines - Richmond/Fremont, Richmond/Daly city, Concord/Daly City and Fremont/Daly City from 6 a.m. to 6 p.m. and from 6 p.m. to 12 midnight, service is available on only two lines, Richmond/Fremont and Concord/Daly City.

(MORE)

3-3-3-3-

BART TO MANY BAY AREA WEEKEND EVENTS

On Sundays, BART service begins at 9 a.m. and ends at 12 midnight, with trains operating only on the Richmond/Fremont and Concord/Daly City lines.

Those planning to BART to any of these weekend activities are encouraged to pick up an "Evening and Weekend Time Schedule" at any BART Station.

# # #

ATTACHED IS LIST OF 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

Y-125

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

July 13, 1982

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART ANNOUNCES WINNERS IN ARCHITECTURAL DESIGN COMPETITION

BART President Gene Garfinkle today announced the winners in BART's architectural design competition recently held among graduate students of six leading west coast schools of architecture. The eleven winners will be presented with certificates of achievement at the next regular meeting of the BART Board of Directors, to be held on Thursday, July 15, 1982.

Prizes totaling \$16,000 will be awarded to the winners of BART's design competition, which focused on the commercial and institutional development potential existing at three BART stations -- Oakland West, Coliseum and Walnut Creek. The judging was based on a competition among the individual station designs, with the first prize being \$3,000, second prize, \$1,500 and third prize, \$500. A grand prize winner was selected from among the first prize winners in the individual station competitions and will receive an additional prize of \$1,000.

Winners in the BART architectural design competition are: Grand Prize and First Prize was awarded to students from the Southern California Institute of Architecture, Santa Monica, for a design of the Walnut Creek BART Station. The winning team members were Kelvin Wong, Richard Bass, Michael George and Peter Lucic.

First Prize winner in the Coliseum BART Station competition was a team from California Polytechnic University at Pomona, composed of Craig Fernandez, Ralf Konietzko, Daniel Beachamp and Elliot Brainard.

In the Oakland West BART Station competition, first prize money went to a graduate student team from the University of Oregon and included Jack Miller,

- MORE -

Alan Osborne, Gilbert Recla, Vicky Saugen and Bret Steele.

Second prize winners in the design competition were: a UC-Berkeley team, made up of Victoria Ham and Jane Chen, for their design of the Walnut Creek Station; a team from the University of Oregon, made up of Ian Costa, Bob Iggulden, Paul Langland, Tracy Quidbach and Tim Roach, for their Coliseum Station design; and Curtis Poon, from UC-Berkeley, for his design of the Oakland West Station.

Third prize money in the Walnut Creek Station competition went to Ali Moghaddasi, of UC-Berkeley. However, in the Coliseum Station and Oakland West Station competitions there were ties for the third prize. Two teams from the Southern California Institute of Architecture tied for third place in the Coliseum Station design; the award will be split between Scott Coleman and a team made up of Roni Pfeffer, Howard Chung-I Huo, Isabel Brones and Anthony Bell. In the Oakland West Station competition, Ho Gyun Park and Michael O'Leary, both students at UC-Berkeley, will split the third prize.

In December 1980, the BART Board of Directors adopted a joint development policy, the objectives of which involve obtaining additional parking, additional revenues in the form of increased ridership, greater use of available system-wide capacity through the creation of reverse commute patterns, and income generated through long-term development leases.

According to BART Director Wil Ussery, who suggested the design competition, "The purpose of this competition is to stimulate thinking about the possibilities offered by air rights development over BART-owned property. I am pleased to see that participants used their creative but prudent imaginations."

Early in 1981, when the BART board approved the design competition, the BART staff approached a number of west coast universities requesting their participation. The design competition at each of the institutions was assigned as a class project.

\*\* Add note saying this is  
a confirming copy -- see  
attached note

Allan Temko  
Architectural Editor  
San Francisco Chronicle

\*\* San Francisco Chronicle

- ✓ - City Desk
- ✓ - Jerry Burns
- ✓ - Carl Nolte
- ✓ - Harre Demoro

SF Examiner  
✓ - City Desk  
✓ - Don Lattin  
✓ - Financial Editor \*\*

Oakland Tribune

- ✓ - City Desk \*\*
- ✓ - Lester Qn
- ✓ - Financial Editor \*\*

Hayward Daily Review

- ✓ - City Editor \*\*
- ✓ - Bill Parks
- ✓ - Financial Editor\*\*

Contra Costa Times

- ✓ - Dennis Cuff - Martinez
- ✓ - City Editor \*\*
- Financial Editor \*\*

San Jose Mercury/News

- ✓ - Dennis Rocktro (sp?) - Fremont
- ✓ - City Desk \*\*
- ✓ - Financial Editor\*\*

Assignment Desks

~~2, 3, 5, 7, 4~~  
~~1, 2, 3, 4~~

--All TV Stations

✓ Bob Melrose - KCBS

✓ Ken Matz - KGO TV. *EU*

✓ Mike Ferring - News Director Channel 4 *W*

✓ Ben Williams - KPIX TV

✓ *CITY DESK*  
*BAY CITY NEWS*

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

July 15, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

Judges in a BART-sponsored station design competition are shown gathered around the grand prize winning entry, Walnut Creek Station, which was entered by students from Southern California Institute of Architecture, Santa Monica.

A total of \$16,000 in prize money was awarded to winners of the competition, which was recently held among graduate architecture students at west coast colleges and universities.

Students were to choose one station from among four selected for the competition, and come up with a design that would reflect development potential offered by air rights over BART-owned property.

Included among the judges were professional architects, planners and economists, as well as members of the communities in which the stations are located. Pictured are (front row, left to right): Max Bond, Ken Simmons, Roberta Washington, Jerry Swanson, Hideo Saski, William Weber, Janet Roche, Rai Okamoto, (back row, left to right), Bill Kritikos, Richard Lloyd, William Bodrug, Lonnie Dillard, Stephen Lindheim and Chester McGuire.

The eleven top prize winning models will be on display until July 25, on the first floor of the BART Administration Building, 800 Madison St., Oakland.

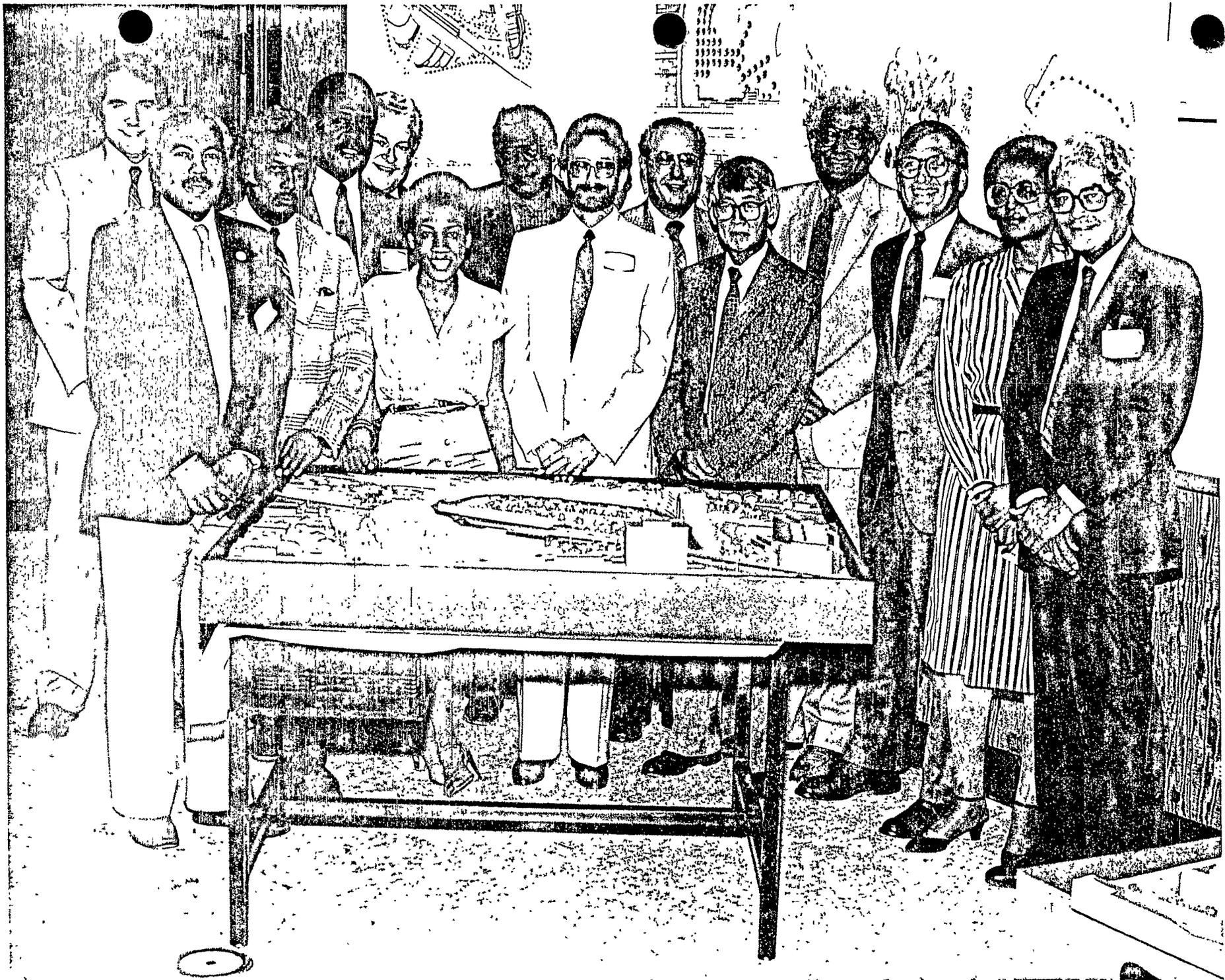
# # #

Judges of the competition consisted of leading professionals (architects, planners, economists), who judged all entries submitted, and public participants, who assisted the professionals in judging entries for stations in their particular communities.

Contestants submitted a model, as well as drawings and a report which described their station design.

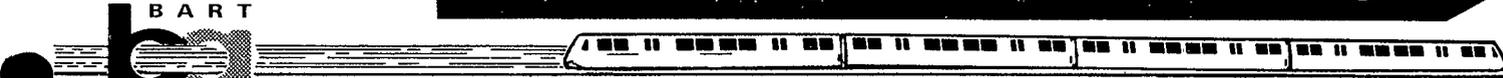
Following the award presentation, to be held during the BART Board of Directors meeting on Thursday, July 15, the public is invited to view all eleven winning entries. The models will be on public display on the first floor of the BART Administration Building, 800 Madison St., Oakland, until July 25.

# # #



# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

July 15, 1982

CONTACT: Sy Mober, Manager  
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Judges in a BART-sponsored station design competition are shown gathered around the grand prize winning entry, Walnut Creek Station, which was entered by students from Southern California Institute of Architecture, Santa Monica, California.

A total of \$16,000 in prize money was awarded to winners of the competition, which was recently held among graduate architecture students at west coast colleges and universities.

Students were to choose one station from among four selected for the competition, and come up with a design that would reflect development potential offered by air rights over BART-owned property.

Included among the judges were professional architects, planners and economists, as well as members of the communities in which the stations are located. Pictured are (front row, left to right): Ken Simmons, Max Bond, Roberta Washington, Jerry Swanson, Hideo Sasaki, Rai Okamoto, Janet Roche, (back row, left to right), William Bodrug, Chester McGuire and William Weber.

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Public Affairs

July 15, 1982

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(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASEPIX CAPTION

Judges in a BART-sponsored station design competition are shown gathered around a first prize winning entry, Coliseum Station, which was entered by students from California Polytechnic University at Pomona.

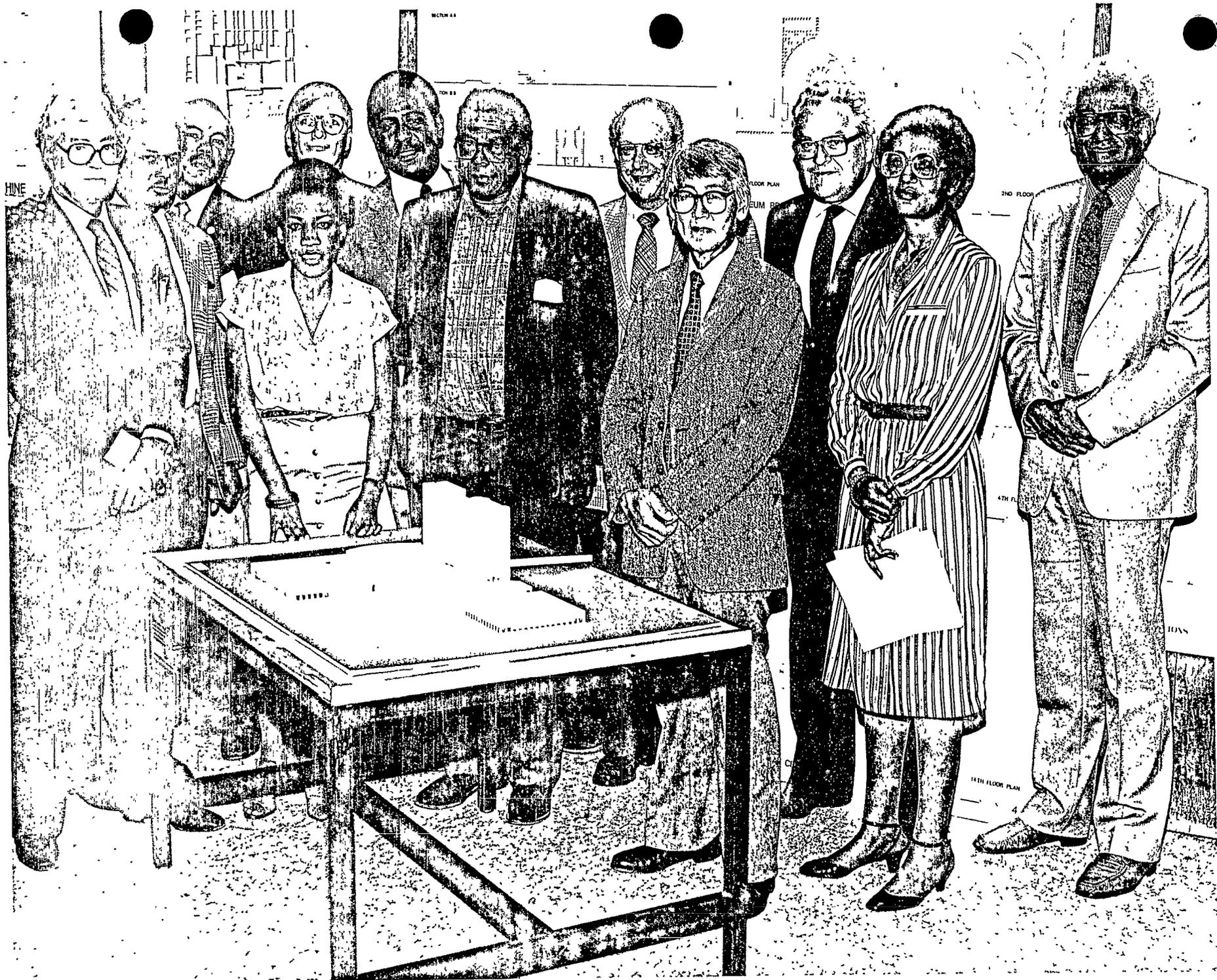
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Students were to choose one station from among four selected for the competition, and come up with a design that would reflect development potential offered by air rights over BART-owned property.

Included among the judges were professional architects, planners and economists, as well as members of the communities in which the stations are located. Pictured are (front row, left to right): Rai Okamoto, Ken Simmons, Roberta Washington, Lonnie Dillard, Hideo Saski, Janet Roche, Chester McGuire, (back row, left to right), Max Bond, William Weber, Richard Lloyd, Stephen Lindheim and William Bodrug.

The eleven top prize winning models will be on display until July 25, on the first floor of the BART Administration Building, 800 Madison St., Oakland.

# # #



# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

July 22, 1982

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEADVISORYBART TO PRESENT MODEL OF "C" CAR TO DEPARTING FIRE CHIEF CASPER

BART President Eugene Garfinkle of San Francisco today announced that tomorrow, Friday, July 23, at 10 a.m. he will present to San Francisco's departing Fire Chief Andrew Casper, a model of BART's new "C-Car" at ceremonies to be held in Casper's offices located at 260 Golden Gate Avenue, San Francisco.

Chief Casper, a 35-year veteran of the San Francisco Fire Department, has accepted the position of Executive Director, The Foundation for Fire Safety located in Rosslyn, VA., a suburb of Washington, D.C., and is expected to assume his new responsibilities on August 1, 1982.

BART President Garfinkle noted that he wanted to extend to Chief Casper, on behalf of the Bay Area Rapid Transit District, very best wishes for success in his new assignment.

Garfinkle said, "We hope the Chief will keep the model of BART's new transit vehicle as a reminder of the effort which BART has put forth in order to make our system one of the most fire safe rail transit operations in the nation."

Garfinkle made reference to BART's nearly \$18 million fire hardening program, now under way, to retrofit the system's fleet of 441 cars with fire-resistant materials, which will significantly improve the fire resistance of these cars.

He commended Casper for his contribution to the development of BART's emergency and fire safety program which has now become a model for the nation's rail transit industry.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

FYI FYI - NOTE: This release was filed on May 21, 1982, and is provided as background to BART President Eugene Garfinkle's statement at presentation ceremonies to San Francisco Fire Chief Andrew Casper, Friday, July 23, 1982, at 10 a.m. ...BART PIO July 22, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

## BART AWARDS \$17.8 MILLION VEHICLE FIRE SAFETY IMPROVEMENT CONTRACT

BART President Eugene Garfinkle, of San Francisco, today announced that TODCO, a division of the Overhead Door Corp., of Cattaraugus, NY, was awarded the \$17.8 million contract to improve significantly the fire resistance of BART's 441 fleet of transit vehicles. TODCO's successful bid was about \$1.2 million lower than the estimates of the BART engineers. The project is expected to be completed in about three years.

The contract was signed on Friday, May 21 by BART President Garfinkle and John C. Dahl, Senior Vice-president of the Overhead Door Corp. parent company of the successful bidder, TODCO.

According to Ralph Weule, BART's safety department manager, the work to be accomplished in the vehicle fire hardening program will prevent fire from spreading should a fire start in a car. Weule noted the principal source of combustion in BART car was eliminated, when the new seat cushions of low-smoke neoprene with a covering of 90 percent wool were installed in all BART cars last year.

The extensive vehicle fire hardening project was developed based on the results of a major research program conducted by BART over the past two years. This research included the testing of materials at the McDonald-Douglas test facilities in Southern California and was the first full scale transit vehicle test ever conducted. BART's research was supported in a major way by the Fire Safety Science Department of the University of California, Berkeley.

Included in the BART designed vehicle fire hardening project will be the removal and replacement of the existing interior liners of the cars with fire resistant material, installing fire resistant materials in the sidewalls and ceiling to serve as a "fire stop" to prevent the spread of combustion, coating the interior of the car roof with a fire resistant paint, coating selected floor panel areas with a protective covering, and the installation of brake grid heat shields.

All of the fire safety retrofitting of BART cars will be done at BART's Hayward Shops and will get underway following BART's acceptance of the prototype vehicle which maybe as early as April 1983.

According to Dahl, "We expect this contract to provide a considerable number of jobs for bay area residents. We have assigned an engineering and management team from TODOC's Engineered Products Division and sometime in the early spring of 1983, we will begin our local employment recruitment program."

The location of the employment recruitment, Dahl said, would be announced at a later date.

It is anticipated that four completely modified BART cars will be returned to service each week. There will be some minimal impact on service, since it will be necessary that 16 cars will be out of service at any given time in order to maintain the planned schedule of completion.

Funding for BART's vehicle fire hardening program will come from federal and state sources, excess bridge tolls and BART reserve funds.

# # #

Y-131

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**  
 Mike Healy, Department Manager  
 Public Affairs

July 23, 1982

CONTACT: Sy Moubert, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

STATEMENT OF BART PRESIDENT EUGENE GARFINKLE ON THE OCCASION OF THE PRESENTATION OF A BART "C-CAR" MODEL TO SAN FRANCISCO FIRE CHIEF ANDREW CASPER ON JULY 23, 1982

"On behalf of the Bay Area Rapid Transit District, all of the residents of the three BART counties, our BART patrons who have made more than 325 million trips on BART since we started revenue service ten years ago in September 1972, and personally, as my friend and colleague, I wish to present to you this model of BART's new 'C-Car' which we will have in service by 1985.

"We hope you will keep this model as a reminder of BART's achievement in providing comfortable, reliable and safe rail transit service to the people of the San Francisco Bay Area. We present this to you in recognition of your contribution to the development of BART's fire safety program, which includes the development of fire resistant material never before available, and the use of these materials to replace the seats and the seat covers in all BART cars, and the recently awarded \$17.8 million fire hardening program to replace all insulation and liners in the cars. This program is now underway and will, within the next three years, result in what has been described as the most fire resistant rail transit system in the nation, and the safest transit car in the world.

"As you know, next Tuesday BART will be opening bids for the procurement of these new transit vehicles. We want you to have this 'C-Car' model as a reminder of what we believe will be the beginning of a new era in BART service.

"Again, on behalf of BART, and personally, I want to wish you every success in your new position. We are all positive you will make a major contribution to the work of The Foundation for Fire Safety, not only nationwide but worldwide as well."

# # #

MAILED TO: S.F. EXAMINER

Y-132

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

July 23, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

BART Board President Eugene Garfinkle (L), of San Francisco, is shown presenting to San Francisco Fire Chief Andrew Casper, a model of BART's new "C-Car." The model was presented to the departing chief at ceremonies held today in Casper's offices.

In making the presentation, Garfinkle recognized Casper for his contribution to BART's fire safety program and said, "We hope you will keep this model as a reminder of BART's achievement in providing comfortable, reliable and safe rail transit service to the people of the San Francisco Bay Area."

BART will be opening bids next Tuesday, July 27, for the procurement of the new "C-Cars" and plans on having them in service by 1985.

# # #



SENT TO: S.F. CHRONICLE

Y-133

BART

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

July 23, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

San Francisco Fire Chief Andrew Casper (C), is shown with BART Board President Eugene Garfinkle (L), of San Francisco, and BART Executive Manager of Maintenance and Engineering Richard Demko (R), after being presented with a model of BART's new "C-Car." The model was presented to the departing chief at ceremonies held today in Casper's offices.

In making the presentation, Garfinkle recognized Casper for his contribution to BART's fire safety program and said, "We hope you will keep this model as a reminder of BART's achievement in providing comfortable, reliable and safe rail transit service to the people of the San Francisco Bay Area."

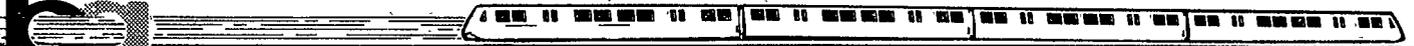
BART will be opening bids next Tuesday, July 27, for the procurement of the new "C-Cars" and plans on having them in service by 1985.

# # - #



# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

July 23, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

ADVISORY

BART'S ENGINEERING & OPERATIONS COMMITTEE WILL MEET AT 2:30 P.M., TUESDAY, JULY 27

BART Director Nello Bianco has called a special meeting of the BART's Board Engineering and Operations Committee of which he is Chairperson, to convene at 2:30 p.m. which immediately follows the opening of bids for the procurement of BART's new "C-Car at 2 p.m.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

July 28, 1982

FOR IMMEDIATE RELEASEBIANCO ON "C" CAR-BID OPENING AN HISTORIC OCCASION

BART Director Nello Bianco, who was present yesterday for the long-awaited opening of the bids to build the transit system's proposed new "C" Car, said "It marked an historic occasion and may well represent one of the largest single purchases in the system's history."

He said, "The C-Car is one of the most important elements of BART's capital program to increase system capacity to meet growing ridership demand. Other major elements of the program include the purchase of a new central computer system, completion of the third track through downtown Oakland, the turnback at Daly City, and completion of the transit car fire improvement program."

Five bids were received and will now go through careful analysis.

Bianco said, "While the new cars will have the new fire resistant material in them, when completed, the current fleet will go through an extensive fire safety improvement program."

He said that BART today is leading the way, not only in this country but internationally as well, in terms of making the system as resistant to fire as possible.

Bianco noted that a major step was taken almost two years ago with the replacement of all of the seats on the transit cars with a new fire resistant material. "This," he said, "eliminated a principal source of combustion in the transit cars.

"Now the transit district has just begun carrying out a \$17.8 million program to further improve the 441 car fleet by changing out the interior liners, installing fire resistant material in the sidewalls and ceiling, coating selected floor panel areas with a special protective covering, and the installation of brake grid heat shields."

Another aspect of the car improvement program is that when the current preliminary work is done and the major work begins next year, it will provide a considerable number of jobs for bay area residents.

TODCO, the company that won the contract for the work, is expected to begin a local employment recruitment program in the early spring of 1983. The work will be done at BART's Hayward Shop.

Bianco said he was particularly gratified by the recent praise for BART from San Francisco Fire Chief Andrew Casper, once a major critic of the system, for setting new standards for the industry, and perhaps becoming the model for transit system fire safety on a worldwide basis.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

July 30, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEBART HAS A VERY BUSY SCHEDULE WEEK OF AUGUST 2, 1982

BART's schedule for the next week is going to be a very heavy one. Three BART board committee meetings, a public hearing, a presentation by Urban Mass Transit Administrator, Arthur Teele, Jr., and the first public demonstration of the use of Pacific Telephone Company's fiber optics cable, which is installed in BART's transbay tube, are on the agenda.

On Monday, August 2, a public hearing will be held in the BART Board Room, located in the district's administrative headquarters, 800 Madison Street, Oakland. The purpose of this public hearing is to receive public comments on the curtailment of bus service on the BART Express Bus Route "D", north of the Walnut Creek BART Station, on December 5, 1982, or BART Express Bus Route "M", between Martinez and Concord. Although these routes have been providing a high level of local service, local transportation funds that have supported their operation will not be available in the fiscal year 1982-83.

Also, this public hearing will be concerned with the discontinuance of the BART Concord Shuttle, locally known as the "Concord SST," which has been operating on Clayton Road as a free shuttle to the Concord BART Station. It was always planned that this shuttle was to be terminated after the Central Contra Costa County Transit Authority began providing local service in this area.

On Tuesday, August 3, two BART Board committees will be meeting. At 9 a.m. the Administration Committee, of which John Glenn, of Fremont, is chairperson, will meet. This committee is expected to review BART's 1982-83 budget and possible fare adjustments.

At 3 p.m. on August 3, BART Director Nello Bianco, of Richmond, has called a special meeting of his Engineering and Operations Committee to review BART's productivity over the past year and to hear a presentation by Mr. Arthur Teele, Jr., Administrator of the Urban Mass Transportation Administration (UMTA). UMTA is a division of the U.S. Department of Transportation in Washington. Following this meeting, Teele will be available to the members of the news media to answer questions concerning the future role of the federal government as it relates to public mass transit.

On Wednesday, August 4, at 10 a.m., BART's General Manager, Keith Bernard, will participate in a ceremony inaugurating the new fiber optic telephone cable service which Pacific Telephone has installed in BART's transbay tube. The demonstration will consist of a call between Bernard and Charles McAvoy, Pacific Telephone General Manager in San Francisco, using the fiber optic system. Bernard will receive a call at the telephone company's office in Oakland, located at 1587 Franklin Street.

On Thursday, August 5, at 9 a.m., BART Board President, Gene Garfinkle, has called a regular meeting of the BART Board of Directors, where recommendations from various committees will be considered.

All of the BART Board meetings will take place in the Board Room of the administrative headquarters, 800 Madison St., Oakland, California.

# # #

ADVISORY: Contact Sy Mober or Mike Healy concerning arrangements for the August 3 question session with UMTA Administrator Teele. Contact Ken Dunham, Pacific Telephone Information Office, at (415) 542-3585 for more details about the August 4 fiber optics demonstration.

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**  
 Mike Healy, Department Manager  
 Public Affairs

July 30, 1982

CONTACT: Sy Mouber, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASEFOUR BART STATIONS TO DISPLAY MAJOR WORKS OF ART

BART's Lake Merritt Station will take on an almost illusive quality as two sculptors, Jim Hirschfield from Seattle and Bert Long from Texas, create their artwork on site. Hirschfield will install 20 miles of light blue and ochre fishing line on BART's Lake Merritt concourse level to create a sculpture of strands, and Long will turn 20,000 pounds of colored ice at BART's Lake Merritt Fountain, into a work of art.

Both works are among twelve individual pieces by six artists from Louisiana, Washington, Texas and California on display at four BART stations. BART is presenting the works of art in conjunction with the Twelfth International Sculpture Conference scheduled in Oakland, which is expected to attract sculptors from all over the world.

In addition to the Lake Merritt Station, the Embarcadero, Montgomery Street and Berkeley BART Stations will be turned into sculpture showcases to give riders a chance to see these fine works. The exhibit will also provide independent artists an opportunity to show their work in association with the International Sculpture Conference.

Kay Springer, Manager of Passenger Service, who coordinated the BART Exhibit, said today, "We are pleased to be a public site for such striking and interesting sculptures. The Twelfth International Sculpture Conference is certainly an event which deserves our consideration. We hope everyone will take the opportunity to see these major works as part of BART's Tenth Anniversary celebration in September."

( MORE )

2-2-2-2- FOUR BART STATIONS TO DISPLAY MAJOR WORKS OF ART

Hirschfield will begin his major work on Friday, July 30 from 9:00 p.m. to 5:00 a.m. and will take four to five days to complete. His work, described as a monofilament sculpture, will require 20 miles of fishing line and polyoptical fiber. The line will be spaced at quarter-inch intervals and stretched from top to bottom on a steel beam located on the platform level at the Lake Merritt Station. The piece will be visible from both the concourse and platform level. When finished, Hirschfield's work will create a moire effect from the existing light coming from the eastern exposure. Each time a BART train enters the station, the piece will literally spring to life as train headlamps shoot light through the strands. In addition to this work, Hirschfield will install a second, experimental sculpture, using the same technique, but this time he'll be working with polyoptical fibers; a medium he's never used before. The sculpture will pick up the surrounding colors and the piece will be hung beneath the Lake Merritt Station skylight. Both works are funded in part by ISC, the Seattle Art Commission and by private funds.

On August 11, Bert Long will spend six to eight hours shaping 72 blocks of ice into a form that will illuminate, what he calls, "a new dimension of color." His principal tools will be two chainsaws, and two sturdy assistants. His work is supported in part by the Glacier Ice Company in Oakland, San Francisco Ice Company and ISC.

In addition to these three major pieces at BART's Lake Merritt Administration Plaza, another sculpture entitled, "Cargo" will be displayed. Created by Sonoma County artist, Bruce Johnson, the work is made of corten steel. His second piece "Sierra" is on display at the Montgomery Street BART Station. This sculpture of peaks and valleys made of bronze glass includes a large granite Sierra river boulder. The work explores tension, space and the relationship between materials. Johnson has recently shown work at the Bank of America in San Francisco and at Kaiser Center in Oakland.

( MORE )

3-3-3-3-

A work made of redwood by San Francisco sculptor, Roger Ertel, entitled "Opus XII," will also be on display at the Montgomery Street Station. Ertel's interest in the aesthetics of basic geometric forms and his growing skill in woodwork led to the series from which Opus is taken.

At the Berkeley BART Station is a work of stainless steel and nylon cord by Bob Privitt, Director of the Pepperdine University Art Gallery and Associate Professor of Fine Arts at Pepperdine University in Malibu, California. His sculpture, "Nickel Plate Line," deals with many impulses, but the underlying theme is that of kinetic consequence, that is, a potential movement inherent in the piece. Privitt's work explores the concept of balance in both the physical and psychological sense.

Also being exhibited are three works by local artist, Doug Heine of Berkeley. His works are made of aluminum and steel. One of his pieces entitled "Let X Be..." is shown at the Berkeley Station. Heine's other sculptures, "M.J.K.J.J." and "October 15, 1981," are located at the Embarcadero BART Station. In his works, Heine transforms his love of people into classical abstractions.

Two sculptures made of steel entitled "Union" and "Canyon" by sculptor Merrill Stigge, will also be on display at the Embarcadero Station.

The BART exhibit is part of an independent exhibit program supported by Pro Arts, an Oakland-based group, working in conjunction with ISC.

# # # #

ADVISORY: For additional information about specific artwork, contact guest curator, Eve Chung at 835-1991.

For information about photo or video opportunities contact Mike Healy or Sy Mouber at 415-521-3622.

1982 NEWS RELEASE

AUGUST

- Y-138 ADVISORY - BART ENGINEERING AND OPERATIONS COMMITTEE MEETING CANCELLED
- Y-139 ADVISORY - BART GENERAL MANAGER KEITH BERNARD TO RECEIVE FIRST TELEPHONE CALL USING PACIFIC TELEPHONE'S FIBRE OPTICS TRANSBAY CABLE
- Y-140 BART DIRECTOR BIANCO TO HOLD HEARING IN MARTINEZ ON BART EXPRESS BUS SERVICE
- Y-141 SCULPTORS AT WORK IN BART STATIONS
- Y-142 BART BOARD TO CONTINUE STUDY OF FARE ADJUSTMENT
- Y-143 ADVISORY: BART'S LAKE MERRITT STATION FOUNTAIN TURNS INTO A PALACE OF ICE
- Y-144 BART DIRECTOR BIANCO TO HOLD PUBLIC HEARING IN MARTINEZ (Re: Bus Route Changes)
- Y-145 NEW EDITION OF "BART & BUSES" NOW AVAILABLE AT ALL BART STATIONS
- Y-146 BART "BILLY BALL SPECIALS" TO OPERATE IN AUGUST
- Y-147 IF YOU WERE BORN IN 1972 BART WANTS YOU!
- Y-148 BART TO OPERATE LONGER TRAINS FOR SPORTS FANS ON SATURDAY, AUGUST 14
- Y-149 BART COMPETITION OFFERS ARCHITECTURAL STUDENTS OPPORTUNITY FOR REAL PROBLEM SOLVING
- Y-150 BART ARCHITECTURAL COMPETITION STIMULATES STUDENT TALENT
- Y-151 LOS ANGELES STUDENT WINS BART AWARD
- Y-152 WEST LOS ANGELES STUDENT WINS BART AWARD
- Y-153 CORVALLIS STUDENTS WIN BART AWARDS
- Y-154 EUGENE STUDENTS WIN BART AWARDS
- Y-155 VALE STUDENT WINS BART AWARD
- Y-156 SALEM STUDENTS WIN BART AWARDS
- Y-157 LA JOLLA STUDENT WINS BART AWARD
- Y-158 SNOHOMISH STUDENT WINS BART AWARD
- Y-159 ANTIOCH STUDENT WINS BART AWARD
- Y-160 WOODLAND HILLS STUDENT WINS BART AWARD
- Y-161 PORTLAND STUDENT WINS BART AWARD
- Y-162 KAPPA STUDENT WINS BART AWARD
- Y-163 SCARSDALE STUDENT WINS BART AWARD
- Y-164 PORTSMOUTH STUDENT WINS AWARD

*Architectural  
Design  
Competition*

Y-165 to Y-177 PIX CAPTIONS: JOINT DEVELOPMENT ARCHITECTURAL DESIGN COMPETITION (Individuals)

AUGUST 1982 (continued)

- Y-178 BART TO OPERATE TWO "BILLY BALL" SPECIAL DIRECT TRAINS ON SUN. AUG. 15, 1982
- Y-179 BART PARKING AT GLEN PARK STATION
- Y-180 BART FARE ADJUSTMENT RECOMMENDED - STARTING DATE NOT DETERMINED
- Y-181 BART BOARD OF DIRECTORS APPROVES BOND SALE
- Y-182 BART BOARD APPROVES AGREEMENT FOR NEW PROTOTYPE CAR CONTROL
- Y-183 BART/MUNI PASS CLOSER
- Y-184 BART TO THE BATHTUB REGATTA
- Y-185 BART BOARD SETS NEW FARES WHICH WILL BE EFFECTIVE SEPTEMBER 8
- Y-186 BART'S NEW "C" CAR FUNDING
- Y-187 BART PATRONS TO BE SERENADED AT THREE BART STATIONS
- Y-188 VOTER REGISTRATION FORMS AVAILABLE AT BART STATIONS
- Y-189 BART BOARD ADOPTS LOWER PROPERTY TAX RATE FOR 1982/83

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

August 2, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

ADVISORY

BART ENGINEERING AND OPERATIONS COMMITTEE MEETING CANCELLED

BART Director Nello Bianco, chairperson of BART's Engineering and Operations Committee today announced that the Engineering and Operations Committee scheduled for tomorrow, Tuesday, August 3, has been cancelled.

BART's Administration Committee is still scheduled to take place tomorrow morning beginning at 9 a.m. in the Board Room of the transit district's headquarters, 800 Madison St., Oakland.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

August 3, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASEADVISORY:

BART GENERAL MANAGER KEITH BERNARD TO RECEIVE FIRST TELEPHONE CALL  
USING PACIFIC TELEPHONE'S FIBRE OPTICS TRANSBAY CABLE

On Wednesday, August 4, 1982, at 10 a.m., BART General Manager Keith Bernard will receive the first telephone call using Pacific Telephone's recently completed fibre optic cable, which is installed in the gallery of BART's transbay tube. Bernard will receive the inaugural call from Charles McAvoy, Pacific Telephone's General Manager. McAvoy will be placing his call from the telephone company's office at 611 Folsom St. in San Francisco, and Bernard will receive it at the telephone company's Oakland offices at 1587 Franklin Street.

News media are welcome at either site.

The new fibre optic cable is approximately one-half inch in diameter and, at the speed of light, can transmit more than four and one-half times the number of calls now carried by the three and one-half inch copper trunk cables located at the bottom of the San Francisco Bay.

For additional information concerning the fibre optic cable, contact Ken Dunham, Pacific Telephone Information Office, (415) 542-3586

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

August 3, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEBART DIRECTOR BIANCO TO HOLD HEARING IN MARTINEZ ON BART EXPRESS BUS SERVICE

BART Director Nello Bianco, of Richmond, today announced that an adjourned public hearing on the possible curtailment of certain BART Express Bus routes will be held on Thursday, August 12, at 7 p.m. in the Council Chambers of the Martinez City Hall, Martinez, California.

On Monday, August 2, an announced public hearing was held at which comments were received concerning the curtailment of bus service on the BART Express Bus "D" route, north of the Walnut Creek BART Station and the BART Express Bus "M" route between Martinez and Concord. On the agenda of this public hearing was the proposal to discontinue the BART/Concord shuttle, locally known as the "Concord SST", a free shuttle which operates on Clayton Road to the BART Concord Station.

At the August 2 public hearing, BART Director Bianco said, "While I appreciate the comments received at this public hearing I have asked the cooperation of Mayor Eric Shaefer of Martinez in setting up an adjourned public hearing in his community. This will provide those who could not come to the BART Headquarters on Monday in Oakland with the opportunity to provide the BART Board with comments about the proposal for bus service curtailment.

"I am very much aware of what this service means to the many residents of the area where the express busses now operate. I am particularly interested in hearing from senior citizens, the handicapped, and all of those who have been using BART express service to Concord and Walnut Creek stations," Bianco concluded.

The adjourned public hearing of BART Express Bus curtailment will be held in the city council chambers of the Martinez City Hall, 525 Henrietta Street on Thursday, August 12, at 7 p.m.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**  
 Mike Healy, Department Manager  
 Public Affairs

August 5, 1982

CONTACT: Sy Mober, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## SCULPTORS AT WORK IN BART STATIONS

What happens when you combine 20 miles of fish lines, 20,000 pounds of colored ice and BART?

Thousands of BART patrons are being given a rare chance to see an exhibition of some of the most striking, imaginative pieces of art produced by sculptors in the nation today. Four of BART's stations will turn into veritable sculpture showcases through the end of August, in conjunction with the Twelfth International Sculpture Conference (ISC) being held in Oakland this month.

Two sculptors will actually create their work on site using such unusual materials as fish line and a mountain of ice, at BART's Lake Merritt Station. They are among twelve principal works on display at BART by six artists from Texas, Louisiana, Washington and California. The works will be available for viewing at BART's Lake Merritt, Embarcadero, Montgomery Street and Berkeley Stations and will give BART riders a first-hand look at pieces by emerging artists. The work is also being shown in association with the Twelfth International Sculpture Conference, which will bring some of the brightest talent from all over the world to exchange ideas and techniques about sculpture.

BART Board President Eugene Garfinkle, today stated, "BART welcomes the opportunity to provide exhibit space for these fine examples of craftsmanship. We are especially glad to be a part of the Twelfth International Sculpture Conference and invite everyone to see these exciting pieces."

( MORE )

2-2-2-2-

LAKE MERRITT BART STATION

The Lake Merritt BART Station will be the site of the creation of three major works that will require 20 miles of fishing line and 20,000 pounds of ice.

Texas Sculptor, Bert Long will begin on Wednesday, August 11 to chainsaw 72 blocks of ice into a creation of art in the fountain located at BART's Lake Merritt Administration Plaza. Long will spend almost 10 hours (from 2 p.m. to 12 midnight) assembling and chiseling a work entitled "Peace" that will illuminate, what he describes as a "new dimension of color." Long will have a crew of almost 50 students on standby to help him assemble this pyramid of ice. His work is funded in part by the Glacier Ice Company located in Oakland, the San Francisco Ice Company, and ISC.

In addition to the ice sculpture, Seattle artist, Jim Hirschfield began installation of two major pieces on Monday. He estimates it will take him four to five days working between the hours of 10 p.m. and 5 a.m. to complete his sculptures. One piece will use 20 miles of light blue and ochre fishing line, spaced one-quarter inch apart and stretched on two steel beams. The work will be located twelve feet above the platform level at BART's Lake Merritt Station. The line sculpture will give the impression, one is under water, as the strands give a ripple effect, from the existing light coming from the station's west-side windows. This work, visible from both the concourse and platform level, will also take on a life of its own as BART trains enter the station, piercing the blue and ochre strands with light from the train's headlamps. Hirschfield's other work will use the same technique, but will be fashioned from polyoptical fibers rather than fish line. He anticipates that the properties of the fiber might cause even more dramatic effects than the fish line. The sculpture will pick up the station's surrounding colors and will be hung below the Lake Merritt Station's skylight. Both Hirschfield's works are supported in part by ISC, the Seattle Art

( MORE )

3-3-3-3-

Commission and by private funds.

Also being shown at the Lake Merritt Station is another sculpture, this one made of corten steel, entitled "Cargo" by Sonoma County artist, Bruce Johnson.

#### MONTGOMERY STREET BART STATION

The Montgomery Street Station will also be the location of Johnson's other piece, "Sierra." This work is made of bronze glass shaped in peaks and valleys and includes a large granite Sierra river boulder. Johnson's work explores tension, space and the relationship between his materials. His work has been seen at the Bank of America in San Francisco and at the Kaiser Center in Oakland.

San Francisco artist, Roger Ertel, has a redwood work entitled, "Opus XII," on display at the Montgomery Street Station. Ertel's interest in the aesthetics of basic geometric form and his growing skill in woodwork led to this piece that was taken from his current series of redwood sculptures.

#### BERKELEY BART STATION

The Berkeley Station is the site of a stainless steel and nylon cord sculpture by Bob Privitt, Director of the Pepperdine University Art Gallery and Associate Professor of Fine Arts at Pepperdine University in Malibu, California. His sculpture entitled "Nickel Plate Line," deals with many impulses, but the central theme is that of kinetic consequence, that is, a potential movement created in the piece. Privitt's work explores the concept of balance in the physical and psychological sense. Local artist, Doug Heine of Berkeley is exhibiting three pieces of sculpture made of aluminum and steel. His work, "Let X Be. . ." is at the Berkeley Station.

#### EMBARCADERO BART STATION

The Embarcadero Station is the site of Ertel's other sculptures, "M.J.K.J.J." and "October 15, 1981," Hein's work captures his love of people into classical abstractions. The station will also exhibit two sculptures of steel called "Union" and "Canyon" by Louisiana artist, Merrill Stigge.

( MORE )

4-4-4-4-

The sculpture exhibit at BART is part of an independent program supported by Pro Arts, an Oakland-based group, working with ISC.

ADVISORY: For additional information about specific artwork contact guest curator, Eve Chung at 835-1991.

For information about photo or video opportunities contact Mike Healy or Sy Mober at (415) 521-3622.

# # # #

Mike Healy  
 Department Manager  
 Public Affairs  
 BART

# NEWS RELEASE

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**  
 CONTACT: Sy Mober, Manager August 6, 1982  
 Public Information  
 (415) 465-4100, Ext. 514 FOR IMMEDIATE RELEASE

## BART BOARD TO CONTINUE STUDY OF FARE ADJUSTMENT

John Glenn, BART Director, of Fremont, and chairperson of the BART Board's Administration Committee, today announced that he had scheduled a special meeting of his committee for August 18, Wednesday, at 9 a.m., in order to study the staff proposal for adjusting BART fares. This review, Glenn explained, will address some of the concerns expressed by BART Directors at the last meeting of the BART Board.

The special meeting of Glenn's Administration Committee will be held in the BART Board Room, of the district's administrative headquarters located at 800 Madison St., Oakland.

Glenn noted, "The adjustment of BART fares is a very important decision facing the BART Board of Directors. I urge all those who can, be present at the August 18 meeting of the Administration Committee. It is important that BART Directors hear what the public has to say."

Glenn also pointed out that the need for a fare adjustment at this time is being driven by two factors: 1) BART is now engaged in a massive five year capital improvement program which will require an investment of approximately \$300 million. The major elements of this capital improvement program are the purchase of the new "C-Car," improvements to BART's computer train control system, the completion of a third trackway through downtown Oakland, and the completion of the Daly City turn-back facility -- all of which are necessary in order for BART to operate 75 trains on the system, as compared to the 49 trains which can operate today; 2) The Metropolitan Transportation Commission, the nine-county bay area transportation planning and allocation agency, has requested that BART, San Francisc Muni and AC Transit maintain a coordinated fare structure.

Y-143

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

August 9, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

ADVISORY: BART'S LAKE MERRITT STATION FOUNTAIN TURNS INTO A PALACE OF ICE

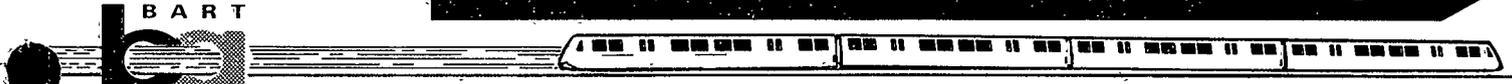
On Wednesday, August 11, 1982, at 2 p.m., 20,000 pounds of colored ice will be lowered by a boom into BART's Lake Merritt Station Fountain (located on the concourse level) as Texas sculptor, Bert Long, uses two chainsaws to create a sculpture of ice.

Long estimates he will begin to chainsaw the 72 blocks of ice at about 3:30 p.m., and by 6 p.m. an artform will have taken shape. Long expects to work until midnight, putting on finishing touches. This event is being presented by BART in conjunction with the Twelfth International Sculpture Conference.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

August 9, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART DIRECTOR BIANCO TO HOLD PUBLIC HEARING IN MARTINEZ

On Thursday, August 12, at 8 p.m. in the City Council Chambers of the Martinez City Hall, BART Director Nello Bianco, of Richmond, will conduct a public hearing on the possible curtailment of some of the service on the BART Express Bus "D" route and the BART Express Bus "M" route, as well as the discontinuance of the BART/Concord Shuttle.

Bianco noted that the proposed curtailment of service on the "D" route will affect bus service north of the Walnut Creek BART Station. Service between Martinez and Concord BART Station will be affected by curtailment of the "M" route. Discontinuance of the BART/Concord Shuttle, a free shuttle which operates along Clayton Road in Concord, is also being considered.

The August 12 public hearing to be held in the Martinez City Hall, 525 Henrietta St., Martinez, is an adjourned hearing which was held August 2 at BART headquarters in Oakland.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**  
 Mike Healy, Department Manager  
 Public Affairs

August 10, 1982

CONTACT: Sandy Tibbets  
 Public Information  
 (415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASENEW EDITION OF "BART & BUSES" NOW AVAILABLE AT ALL BART STATIONS

The latest edition of BART's most comprehensive guide to public transit, "BART & Buses," is now available, free of charge, at all BART stations.

First introduced nearly ten years ago, "BART & Buses" is an easy-to-use guide that contains eight colorful maps which illustrate, in detail, bus routes, major streets and points of interest surrounding all 34 BART stations. The maps are divided into regions including Central Concord, Central Walnut Creek, Downtown San Francisco, San Francisco-Daly City, Downtown Berkeley, Downtown Oakland, Richmond-San Leandro, and San Leandro-Fremont. There is also a separate map detailing the routes of BART Express Buses in Alameda and Contra Costa counties.

Included in the brochure is a listing of banks and savings institutions that sell high-value and discount BART tickets. Also, students planning to ride BART to school will find the guide's listing of 28 colleges and universities helpful in planning their trip.

BART Passenger Service Manager, Kay Springer, noted, "The unique feature of the 'BART & Buses' brochure is that one doesn't have to be familiar with the region in order to make use of the guide in planning a trip on public transit. First-time or infrequent users of public transit will find the guide easy to understand. This guide also makes transferring from one transit line to another easy, by clearly illustrating the routes."

Between going to press and the publication's delivery, there have been changes in the AC Transit/BART transfer policy and the cost of purchasing BART/MUNI transfers from the vending machines in stations on the San Francisco line. Also,

Contra Costa County Transit Authority (CCCTA) has assumed some of AC Transit's routes in Central Contra Costa County.

On July 1, 1982, BART and AC Transit's "free transfer" policy agreement was changed; the transfers are now accepted on a half-fare basis. BART/AC Transit transfers cost 30 cents for adults, 20 cents for children five through sixteen and 10 cents for senior citizens and the handicapped who possess the Bay Region Transit Discount Card. This policy will remain in effect until October 1, 1982.

The cost of purchasing a "two-for-one" transfer from the BART/MUNI vending machines is 60 cents, reflecting S.F. MUNI's recent fare increase.

Last June, CCCTA assumed some of the Contra Costa County bus routes that were operated by AC Transit. In the new "BART & Buses" brochure, these routes are illustrated in purple on the maps featuring areas of Central Contra Costa County located on pages 4 and 5. For specific information on these routes, persons should contact CCCTA at (415) 930-8999.

Persons interested in obtaining quantities of the "BART & Buses" guides should contact BART Passenger Service Office, (415) 465-4100, Ext. 510.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

August 11, 1982

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASE

## BART "BILLY BALL SPECIALS" TO OPERATE IN AUGUST

BART's "Billy Ball Special" direct trains to the Oakland Coliseum will again operate during the month of August, 1982, beginning with the Oakland A's home game on Friday, August 13.

BART has carried more than 19 percent of the paid attendance at the Oakland A's games played so far this year, which is about double the number of A's fans using the system during the 1981 season. More than half a million baseball fans have discovered that the quickest and easiest way to reach the Oakland Coliseum is by riding BART to avoid highway traffic and parking hassles.

For Oakland A's night games played during the week, the "Billy Ball Special" will depart Concord BART Station at 6:00 p.m. and will operate directly to the Coliseum, where it will arrive at 6:45 p.m. for the game which begins at 7:30 p.m. This train will make all stops and eliminates the need for making a transfer in the downtown Oakland area.

On two Sundays, August 15 and August 22, two "Billy Ball Special" trains will be in operation. One will depart the Daly City BART Station at 11:35 a.m., with direct service to the Coliseum, where it arrives at 12:14 p.m. A second "Billy Ball Special" will depart the Concord BART Station at 11:25 a.m. and will carry Oakland A's fans directly to the Coliseum, where it will arrive at 12:10 p.m. Starting time for Sunday games is 1:00 p.m.

On Saturday, August 21, the "Billy Ball Special" operates from the Concord Station only, where it will depart at 11:25 a.m. and arrive at the coliseum at 12:10 p.m. for the game which starts at 1:00 p.m.

( MORE )

2-2-2-2- "BART 'Billy Ball Specials' To Operate In August"

Fans going to the Oakland A's games from San Francisco and Richmond on Saturday or during the week, may board a Fremont bound train for direct train service to the games. Fans boarding at the Fremont BART Station and stations to the north, can take either a Richmond or San Francisco bound train for a direct ride to the Coliseum Station.

For those games for which the "Billy Ball Special" will be operating, extra trains are always available following the games to carry patrons away from the Coliseum.

The Coliseum Stadium is just a short walk from the Coliseum BART Station via an aerial bridge connecting the two facilities. An elevator to the bridge makes the stadium accessible to persons with mobility impairment. Information about the "Billy Ball Special" train; schedules and the BART Weekend and Evening Schedule is available at all BART stations.

# # # #

ADVISORY: Please keep this train schedule. BART will make every effort to keep you informed, on a weekly basis, of changes or additions to this schedule.

"BILLY BALL" SPECIAL A'S TRAINS FOR AUGUST 13 THROUGH AUGUST 22, 1982

<u>CONCORD TO COLISEUM DIRECT TRAIN SERVICE</u>	<u>FRI 8/13</u>	<u>SUN 8/15</u>	<u>MON, TUE, WED 8/16, 8/17, 8/18</u>	<u>FRI 8/20</u>	<u>SAT 8/21</u>	<u>SUN 8/22</u>
Lv. Concord Station	6:00PM	11:25AM	6:00PM	6:00PM	11:25AM	11:25AM
Lv. Pleasant Hill	6:06PM	11:31AM	6:06PM	6:06PM	11:31AM	11:31AM
Lv. Walnut Creek	6:09PM	11:34AM	6:09PM	6:09PM	11:34AM	11:34AM
Lv. Lafayette	6:14PM	11:39AM	6:14PM	6:14PM	11:39AM	11:39AM
Lv. Orinda	6:19PM	11:44AM	6:19PM	6:19PM	11:44AM	11:44AM
Lv. Rockridge	6:25PM	11:50AM	6:25PM	6:25PM	11:50AM	11:50AM
Ar. Coliseum	6:45PM	12:10PM	6:45PM	6:45PM	12:10PM	12:10PM
GAME TIME	7:30PM	1:00PM	7:30PM	7:30PM	1:00PM	1:00PM

AFTER GAME, THESE TRAINS RETURN TO CONCORD, MAKING ALL STOPS

<u>DALY CITY TO COLISEUM DIRECT TRAIN SERVICE</u>	<u>SUN 8/15</u>	<u>SUN 8/22</u>
Lv. Daly City	11:35AM	11:35AM
Lv. Balboa Park	11:39AM	11:39AM
Lv. Glen Park	11:41AM	11:41AM
Lv. 24th Street	11:45AM	11:45AM
Lv. 16th Street	11:47AM	11:47AM
Lv. Civic Center	11:49AM	11:49AM
Lv. Powell Street	11:51AM	11:51AM
Lv. Montgomery	11:53AM	11:53AM
Lv. Embarcadero	11:54AM	11:54AM
Lv. Oakland West	12:01PM	12:01PM
Ar. Coliseum	12:14PM	12:14PM
GAME TIME	1:00PM	1:00PM

AFTER GAME, THESE TRAINS RETURN TO SAN FRANCISCO/DALY CITY, MAKING ALL STOPS

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

August 13, 1982

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEBART TO OPERATE LONGER TRAINS FOR SPORTS FANS ON SATURDAY, AUGUST 14

Tomorrow, Saturday, August 14, 1982, BART will be operating longer trains all day in order to accommodate football and baseball fans.

Baseball fans going to the Oakland A's/California Angels game at the Oakland Coliseum on Saturday, may board Fremont-bound trains from Richmond or San Francisco for direct service to the Coliseum Station. Fans boarding at the Fremont BART Station and stations to the north, can take either a Richmond or San Francisco train for a direct ride to the Coliseum Station. Fans boarding at BART stations on the Concord line should transfer to a Fremont-bound train at MacArthur Station or any station in downtown Oakland. Extra trains will be available following the game to carry patrons away from the Coliseum.

The Coliseum Stadium is just a short walk from the Coliseum BART Station via an aerial bridge connecting the two facilities. An elevator to the bridge makes the stadium accessible to persons with mobility impairments.

East Bay football fans planning to attend the San Francisco 49ers/Raiders game on Saturday, can take any BART train going to the Montgomery Street BART Station in San Francisco. At the street level of this station, S.F. MUNI's "Ball Park Special" will depart from the corner of Sansome and Sutter streets every 20 minutes beginning at about 10 a.m. for an express bus trip to the ball park. Fare for the round-trip on the MUNI express bus is \$3.00.

In addition, SamTrans will be operating direct service to Candlestick Park from the Daly City BART Station beginning, at about 10:30 a.m., with buses leaving every 20 minutes. The one-way fare on SamTrans from Daly City BART Station to

2-2-2-2 "BART To Operate Longer Trains for Sports Fans on Saturday, August 14"

the ball park is 85 cents.

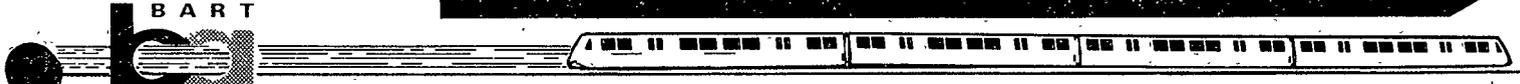
Patrons using the S.F. MUNI and SamTrans to get to the ball park should check with the bus driver for information about departing times for the return trip.

The Oakland A's/California Angels game at the Oakland Coliseum is scheduled to begin at 1 p.m. and the game between the San Francisco 49ers and the Raiders at Candlestick Park will start at noon. BART patrons are encouraged to pick up a "BART Evening and Weekend Schedule," available at all BART stations, to plan their trip to the game. For additional information about the special services to be operating on Saturday, call BART at 465-BART, SamTrans at 761-7000, or S.F. MUNI at 673-MUNI.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

August 12, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

IF YOU WERE BORN IN 1972 BART WANTS YOU!

Hey kids! If you were born anytime in 1972, BART is looking for you. You could be the winner of a Sear's 10-speed bicycle and a "Fun Goes Farther on BART" T-shirt.

BART began regular service ten years ago on September 11, 1972, and will be holding its Ten Year Anniversary celebration on Monday, September 13.

The two winning ten year olds will be guests of honor at the Ten Year Anniversary celebration to be held in the plaza area of BART's administration building, located above the Lake Merritt BART Station, 800 Madison St., Oakland.

Entry forms for "BART's Birthday Contest" are available only at BART stations. Entries must be received by 5 p.m. September 6, 1982, in BART's Passenger Service Office.

The names of the winners will be drawn from among the entries submitted.

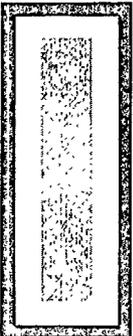
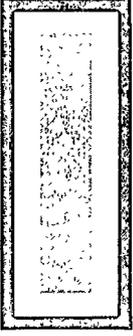
# # #

# WIN A BIRTHDAY BICYCLE FROM BART

Help us celebrate BART's 10th birthday this September! If you know a child who was born any time in 1972, the same year BART began service, enter his/her name in our Birthday Contest. Any child who currently lives in one of the three counties BART serves — that is, Alameda, Contra Costa, or San Francisco — is eligible for the drawing. Simply fill out the coupon below, detach and send to:

**BART'S BIRTHDAY CONTEST**  
**OFFICE OF PASSENGER SERVICE**  
**BART**  
**800 MADISON STREET**  
**OAKLAND, CALIFORNIA 94607**

The two winners (one boy and one girl) will each receive a blue Sears 27-inch boy's 10-speed bicycle and a BART "Tee-shirt". The winners will be notified by phone and presented with their prizes at BART's Birthday Celebration on September 13, 1982, at BART's Lake Merritt Headquarters Building, Plaza Level. To qualify entries must be received by 5PM Monday, September 6, 1982.



Name of Child \_\_\_\_\_ Sex \_\_\_\_\_

Parent or Guardian's name \_\_\_\_\_

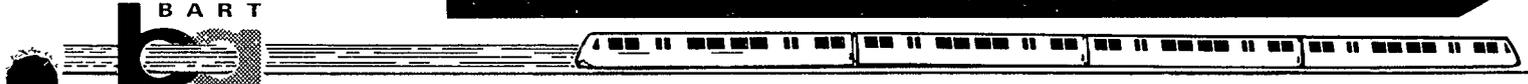
Mailing Address \_\_\_\_\_ City \_\_\_\_\_

Phone: Day \_\_\_\_\_ Evening \_\_\_\_\_

Copy of birth certificate verifying date will be required after winners are selected. Employees of BART and their families are ineligible for the drawing.

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 11, 1982

FOR IMMEDIATE RELEASE

## BART COMPETITION OFFERS ARCHITECTURAL STUDENTS OPPORTUNITY FOR REAL PROBLEM SOLVING

Graduate students from six of the leading schools of architecture on the west coast today, were given the challenge to develop a design concept for an actual site, for cash awards totaling \$16,000 in a BART Joint Development Design Competition. BART sponsored the student architecture competition as a part of the system's overall planning effort for joint development.

In December 1980, BART adopted a joint development policy whose main focus was to identify and pursue development opportunities with other public agencies and private developers. By developing these properties, mainly air rights and property located adjacent to BART stations now used primarily for parking, BART could enhance the use of transit. It could also investigate the potential of adding to its parking capacity and increase revenues through long-term development leases, from increased patronage, and from the creation of reverse commute patterns.

The BART Joint Development Design Competition was originated expressly to explore the development potential of three BART stations: Oakland West Station, Oakland Coliseum Station and Walnut Creek Station.

In order to organize such a multi-leveled competition, the Community Design Collaborative, an independent architecture and planning firm in Oakland, California, was retained. The firm put together a qualifications sheet and provided comprehensive background material and a criteria package. The competition was limited to schools with fifth-year architecture classes. Instructors from participating schools assigned the competition as a design problem in a regularly scheduled design class.

2-2-2-2 "BART Competition Offers Architectural Students  
Opportunity for Real Problem Solving"

An entry could be made by an individual student or by a team of students, with no more than five members to a team. Each individual or team would then select one of the three BART station sites to develop. Once a selection was made, students examined the background materials describing the area's socio-economic condition. Included in the information package were comments and suggestions by BART personnel, city staff and people familiar with the site, which offered viable changes that could be made to make the area more desirable. Even though the students were given this material, they were not restricted or limited to use it but were encouraged, as BART Board Director William Ussery, of San Francisco, aptly put it, "...to use a creative, but prudent imagination."

Under the competition's criteria, students were asked to define the design problem before any work was begun. That meant each individual or team had to decide what uses and activities would be included in the development proposal. Although designs were restricted to the three BART stations, students could make certain future development assumptions, as long as they were documented. Nevertheless, a project was to stand on its own merit, as if no other new development were there.

Other criteria required the development to generate potential revenue for BART, to be environmentally accountable to the community, and take into account the aesthetic, economic and social conditions of the station and its surrounding area. In addition, the entry should maximize off-peak-hour use, conserve energy and provide internal pedestrian circulation that is efficient and interesting. In essence, the students were to take an existing site, develop its air space and the surrounding area, and create a development with the right blend of variety, convenience and practicality.

Each entry consisted of one model, with a scale of 1:30, a report not to exceed 20 pages and a maximum of seven drawings or sketches on 30" x 40" boards.

By the end of the first day of judging, a panel of seven leading professionals including architects, planners and economists had narrowed a total of 27 entries to 15 semi-finalists, or 5 entries for each BART station. On the second day of deliberations, six area leaders, who voted only on the entries pertaining to their community, joined the panel of professionals to make the final decisions. Cash awards were made to the first, second and third prize winners for each station, with a grand prize selected from the group of first place winners. The cash prizes ranged as follows: \$4,000 grand prize, \$3,000 first prize, \$1,500 second prize, and \$500 third prize.

The awards ceremony was attended by most of the winning students, who were given certificates of achievement and their cash awards. The prize winners included: one team winner and four individual winners from the University of California at Berkeley, two teams from the University of Oregon, two teams and one individual winner from the Southern California Institute of Architecture and one team from the California Polytechnic University at Pomona.

# # #

ADVISORY: Attached is the list of judges and winners. Judges' comments and students' reports are available upon request from Sy Mober, (415) 465-4100, Ext. 514.

*architectural publication*  
**NEWS RELEASE**

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 11, 1982

FOR IMMEDIATE RELEASEBART ARCHITECTURAL COMPETITION STIMULATES STUDENT TALENT

In a plan to tap some of the bright, creative talent coming out of six of the west coast's leading schools of architecture, the Bay Area Rapid Transit District (BART) sponsored a Joint Development Design Competition which required graduate students to produce a design concept for an actual BART site for cash awards totaling \$16,000. Through the competition, students were given the opportunity to work within the framework of BART's overall joint development planning effort in a real time development situation.

In December 1980, BART adopted a joint development policy whose main focus was to identify and pursue development opportunities with other public agencies and private developers. By developing these properties, mainly air rights and property located adjacent to BART stations now used primarily for parking, BART could enhance the use of transit. It could also investigate the potential of adding to its parking capacity and increase revenues through long-term development leases, from increased patronage, and from the creation of reverse commute patterns.

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An entry could be made by an individual student or by a team of students, with no more than five members to a team. Each individual or team would then select one of the three BART station sites to develop. Once a selection was made, students examined the background materials describing the area's socio-economic condition. Included in the information package were comments and suggestions by BART personnel, city staff and people familiar with the site, which offered viable changes that could be made to make the area more desirable. Even though the students were given this material, they were not restricted or limited to use it but were encouraged, as BART Board Director Wil Ussery, of San Francisco, aptly put it, "...to use a creative, but prudent imagination."

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Other criteria required the development to generate potential revenue for BART, to be environmentally accountable to the community, and take into account the aesthetic, economic and social conditions of the station and its surrounding area. In addition, the entry should maximize off-peak-hour use, conserve energy and provide internal pedestrian circulation that is efficient and interesting. In essence, the students were to take an existing site, develop its air space and the surrounding area, and create a development with the right blend of variety,

convenience and practicality.

Each entry consisted of one model, with a scale of 1:30, a report not to exceed 20 pages and a maximum of seven drawings or sketches on 30" x 40" boards.

By the end of the first day of judging, a panel of seven leading professionals including architects, planners and economists had narrowed a total of 27 entries to 15 semi-finalists, or 5 entries for each BART station. On the second day of deliberations, six area leaders, who voted only on the entries pertaining to their community, joined the panel of professionals to make the final decisions. Cash awards were made to the first, second and third prize winners for each station, with a grand prize selected from the group of first place winners. The cash prizes ranges as follows: \$4,000 grand prize, \$3,000 first prize, \$1,500 second prize, and \$500 third prize.

After a final examination, the judges picked the BART Walnut Creek Station entry, submitted by a team of four Southern California Institute of Architecture students, as the Grand Prize \$4,000 winner; from two other first place winners. The judges remarked that the development made a compelling architectural statement. The project, with its varying degrees in height, provided a good solution to keeping an unobstructed view of the surrounding hillside and the judges agreed, the Southern California Institute entry, did the best job of integrating BART into the development.

The awards ceremony was attended by most of the winning students who were given certificates of achievement and their cash awards. The prize winners included: one team winner and four individual winners from the University of California at Berkeley, two teams from the University of Oregon, two teams and one individual winner from the Southern California Institute of Architecture and one team from the California Polytechnic University at Pomona.

# # #

ADVISORY: Attached is a list of judges and winners. Judges' comments and students' reports are available upon request from Sy Mober, (415) 465-4100, Ext. 514.

West Los Angeles and Los Angeles hometown releases sent to:

Central News-Wave Publications  
Times  
Canyon Crier News  
Wilshire Press  
Donnelly Publications  
Herald Dispatch  
Los Angeles Reporter  
West Los Angeles Independent  
Business World  
Wall Street Journal  
Ms. Sheily Kappe  
L.A. Architect  
Santa Monica Outlook  
Herald Examiner

*Educational pub. J.A. Architects*

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 11, 1982

FOR IMMEDIATE RELEASE

## BART COMPETITION OFFERS ARCHITECTURAL STUDENTS OPPORTUNITY FOR REAL PROBLEM SOLVING

Graduate students from six of the leading schools of architecture on the west coast today, were given the challenge to develop a design concept for an actual site, for cash awards totaling \$16,000 in a BART Joint Development Design Competition. BART sponsored the student architecture competition as a part of the system's overall planning effort for joint development.

In December 1980, BART adopted a joint development policy whose main focus was to identify and pursue development opportunities with other public agencies and private developers. By developing these properties, mainly air rights and property located adjacent to BART stations now used primarily for parking, BART could enhance the use of transit. It could also investigate the potential of adding to its parking capacity and increase revenues through long-term development leases, from increased patronage, and from the creation of reverse commute patterns.

The BART Joint Development Design Competition was originated expressly to explore the development potential of three BART stations: Oakland West Station, Oakland Coliseum Station and Walnut Creek Station.

In order to organize such a multi-leveled competition, the Community Design Collaborative, an independent architecture and planning firm in Oakland, California, was retained. The firm put together a qualifications sheet and provided comprehensive background material and a criteria package. The competition was limited to schools with fifth-year architecture classes. Instructors from participating schools assigned the competition as a design problem in a regularly scheduled design class.

An entry could be made by an individual student or by a team of students, with no more than five members to a team. Each individual or team would then select one of the three BART station sites to develop. Once a selection was made, students examined the background materials describing the area's socio-economic condition. Included in the information package were comments and suggestions by BART personnel, city staff and people familiar with the site, which offered viable changes that could be made to make the area more desirable. Even though the students were given this material, they were not restricted or limited to use it but were encouraged, as BART Board Director William Ussery, of San Francisco, aptly put it, "...to use a creative, but prudent imagination."

Under the competition's criteria, students were asked to define the design problem before any work was begun. That meant each individual or team had to decide what uses and activities would be included in the development proposal. Although designs were restricted to the three BART stations, students could make certain future development assumptions, as long as they were documented. Nevertheless, a project was to stand on its own merit, as if no other new development were there.

Other criteria required the development to generate potential revenue for BART, to be environmentally accountable to the community, and take into account the aesthetic, economic and social conditions of the station and its surrounding area. In addition, the entry should maximize off-peak-hour use, conserve energy and provide internal pedestrian circulation that is efficient and interesting. In essence, the students were to take an existing site, develop its air space and the surrounding area, and create a development with the right blend of variety, convenience and practicality.

Each entry consisted of one model, with a scale of 1:30, a report not to exceed 20 pages and a maximum of seven drawings or sketches on 30" x 40" boards.

By the end of the first day of judging, a panel of seven leading professionals including architects, planners and economists had narrowed a total of 27 entries to 15 semi-finalists, or 5 entries for each BART station. On the second day of deliberations, six area leaders, who voted only on the entries pertaining to their community, joined the panel of professionals to make the final decisions. Cash awards were made to the first, second and third prize winners for each station, with a grand prize selected from the group of first place winners. The cash prizes ranged as follows: \$4,000 grand prize, \$3,000 first prize, \$1,500 second prize, and \$500 third prize.

The awards ceremony was attended by most of the winning students, who were given certificates of achievement and their cash awards. The prize winners included: one team winner and four individual winners from the University of California at Berkeley, two teams from the University of Oregon, two teams and one individual winner from the Southern California Institute of Architecture and one team from the California Polytechnic University at Pomona.

# # #

ADVISORY: Attached is the list of judges and winners. Judges' comments and students' reports are available upon request from Sy Mouber, (415) 465-4100, Ext. 514.

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASE

## LOS ANGELES STUDENT WINS BART AWARD

Anthony Bell of Los Angeles, a graduate student at the Southern California Institute of Architecture, and his three teammates tied for a \$500 Third Place prize in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition held recently in Oakland, California. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the leading United States, west coast schools of architecture. Bell and his team entered a design of the BART Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

2-2-2-2: LOS ANGELES STUDENT WINS BART AWARD

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the Southern California Institute of Architecture team prize, other BART Joint Development Design Competition cash awards went to one team and four individual winners from the University of California at Berkeley; one team from the California Polytechnic University at Pomona; one team and an individual winner from the Southern California Institute of Architecture; and two teams from the University of Oregon.

# # #

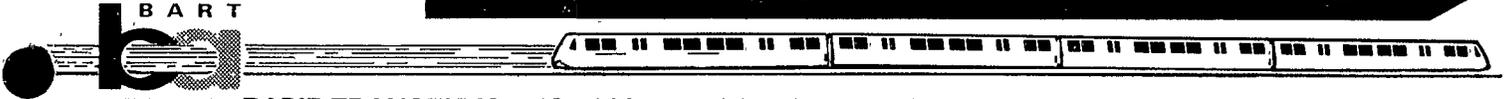
ADVISORY: Attached is the list of judges and winners.

West Los Angeles and Los Angeles hometown releases sent to:

Central News-Wave Publications  
Times  
Canyon Crier News  
Wilshire Press  
Donnelly Publications  
Herald Dispatch  
Los Angeles Reporter  
West Los Angeles Independent  
Business World  
Wall Street Journal  
Ms. Sheily Kappe  
L.A. Architect  
Santa Monica Outlook  
Herald-Examiner

**NEWS RELEASE**

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASE

WEST LOS ANGELES STUDENT WINS BART AWARD

Scott Coleman of West Los Angeles, a graduate student at the Southern California Institute of Architecture, tied for third place in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition. Coleman divided the \$500 Third Prize with a team of Southern California Institute of Architecture students. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Coleman received the split decision for his design of BART's Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

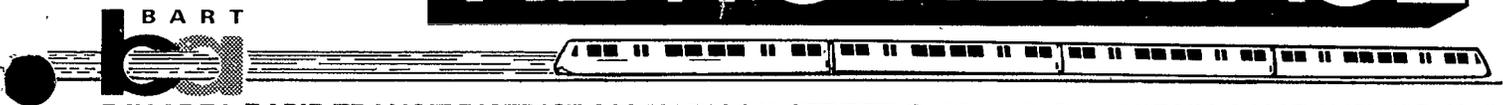
Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the Southern California Institute of Architecture prize, other BART Joint Development Design cash awards went to one team and four individual winners from the University of California at Berkeley; one team from the California Polytechnic University at Pomona; two teams from the University of Oregon; and two teams from the Southern California Institute of Architecture.

# # #

ADVISORY: Attached is the list of judges and winners.

# NEWS RELEASE



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASE

## CORVALLIS STUDENTS WIN BART AWARDS

Corvallis locals, Vicky Saugen and Paul Langland, both graduate architecture students at the University of Oregon, and their respective teams, won cash awards in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition held in Oakland, California recently. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Saugen and her four teammates were awarded a \$3,000 First Prize for their design of BART's Oakland West Station, and Langland and his team of four won a \$1,500 Second Prize for their architectural development of BART's Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the two University of Oregon team prizes, other BART Joint Development Design Competition cash awards went to one team and four individual winners from the University of California at Berkeley; two teams and an individual winner from the Southern California Institute of Architecture; and one team from the California Polytechnic University at Pomona.

# # #

ADVISORY: Attached is the list of judges and winners.

To: *Ugden Daily Emerald, Eugene OR & Register & Daily Guard, Eugene OR*  
*Old Oregon, Eugene*

Y-154

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASE

## EUGENE STUDENTS WIN BART AWARDS

Jack Miller and Brett Steele of Eugene, graduate architecture students at the University of Oregon, and their three teammates won a \$3,000 First Prize for their entry in the Bay Area Rapid Transit District's (BART) Joint Development Competition. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Both Miller, Steele and their team members won the cash prize for their design of BART's Oakland West Station.

Another Eugene local, Tim Roach, graduate student at the University of Oregon, and his four teammates were awarded a \$1,500 Second prize in the BART Joint Development Competition for their design of the Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

- MORE -

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the two University of Oregon team prizes, other BART Joint Development Design Competition cash awards went to one team and four individual winners from the University of California at Berkeley; two teams and an individual winner from the Southern California Institute of Architecture; and one team from the California Polytechnic University at Pomona.

# # #

ADVISORY: Attached is the list of judges and winners.

**NEWS RELEASE**

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASEVALE STUDENT WINS BART AWARD

Gilbert Recla of Vale, an architecture graduate student at the University of Oregon, and his four teammates won a \$3,000 First Prize for their entry in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Recla and his team members won the prize for their design of BART's Oakland West Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the University of Oregon team prize, BART Joint Development Design Competition cash awards went to one team and four individual winners from the University of California at Berkeley; one team from the California Polytechnic University at Pomona; two teams and an individual winner from the Southern California Institute of Architecture; and one team from the University of Oregon.

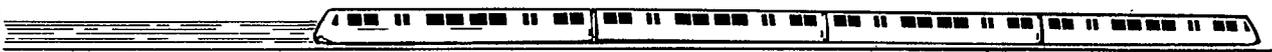
# # #

ADVISORY: Attached is the list of judges and winners.

*to: Salem Journal, Salem OR & Oregon Herald Salem OR*

# NEWS RELEASE

Y-156



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASE

## SALEM STUDENTS WIN BART AWARDS

Two Salem locals, Alan Osborne and Tracy Quidback, both graduate architecture students at the University of Oregon, and their teams, won cash awards in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition held recently in Oakland, California. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Osborne and his four teammates won a \$3,000 First Prize for their design of BART's Oakland West Station, and Quidback's team of five won a \$1,500 Second Prize for their architectural development of BART's Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the two University of Oregon team prizes, other BART Joint Development Design Competition cash awards went to one team and four individual winners from the University of California at Berkeley; two teams and an individual winner from the Southern California Institute of Architecture; and one team from the California Polytechnic University at Pomona.

# # #

ADVISORY: Attached is the list of judges and winners.

**NEWS RELEASE**

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASELA JOLLA STUDENT WINS BART AWARD

Peter Lucic of La Jolla, a graduate student at the Southern California Institute of Architecture, and his three teammates won a \$3,000 First Prize and an additional \$1,000 for being selected as Grand Prize winners in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Lucic and his team members captured the Grand Prize for their design of BART's Walnut Creek Station by beating out two other first place winners.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the Southern California Institute of Architecture team winners, other cash awards in BART's Joint Development Design Competition went to one team and four individual winners from the University of California at Berkeley; two teams from the University of Oregon; one team from the California Polytechnic University at Pomona; and one team and one individual winner from the Southern California Institute of Architecture.

# # #

ADVISORY: Attached is the list of judges and winners.

*Snohomish County Times, WA*

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASESNOHOMISH STUDENT WINS BART AWARD

Michael George of Snohomish, a graduate student at the Southern California Institute of Architecture, and his three teammates won a \$3,000 First Prize and an additional \$1,000 for being selected as Grand Prize winners in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. George and his team members captured the Grand Prize for their design of BART's Walnut Creek Station by beating out two other first place winners.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the Southern California Institute of Architecture team prize, BART Joint Development Design Competition cash awards went to one team and four individual winners from the University of California at Berkeley; one team from the California Polytechnic University at Pomona; two teams from the University of Oregon; and one team and an individual winner from the Southern California Institute of Architecture.

# # #

ADVISORY: Attached is the list of judges and winners.

Y-159

*Antioch Ledger*  
**NEWS RELEASE**

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASE

ANTIOCH STUDENT WINS BART AWARD

Richard Bass of Antioch, a graduate student at the Southern California Institute of Architecture, and his three teammates won a \$3,000 First Prize and an additional \$1,000 for being selected as Grand Prize winners in the Bay Area Rapid Transit District's (BART) Joint Development Competition. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Bass and team members captured the Grand Prize for their design of BART's Walnut Creek Station by beating out two other first place winners.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

- MORE -

2-2-2-2 . ANTIOCH STUDENT WINS BART AWARD

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the Southern California Institute of Architecture's team prize, BART Joint Development Competition cash awards went to one team and four individual winners from the University of California at Berkeley; one team from the California Polytechnic University at Pomona; two teams from the University of Oregon; and one team and an individual winner from the Southern California Institute of Architecture.

# # #

ADVISORY: Attached is a list of judges and winners.

*Woodland Hills Times*  
**NEWS RELEASE**

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASEWOODLAND HILLS STUDENT WINS BART AWARD

Elliot Brainard of Woodland Hills, an architecture graduate student at the Polytechnic University at Pomona, and his three teammates won a \$3,000 First Prize for their entry in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition. BART presented eleven cash awards totaling \$16,000 to the competition which drew entries from six of the west coast's leading schools of architecture. Brainard and his team members won the prize for their design of BART's Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the California Polytechnic University at Pomona team winners, other cash awards in BART's Joint Development Design Competition went to one team and four individual winners from the University of California at Berkeley; two teams from the University of Oregon; and two teams and one individual winner from the Southern California Institute of Architecture.

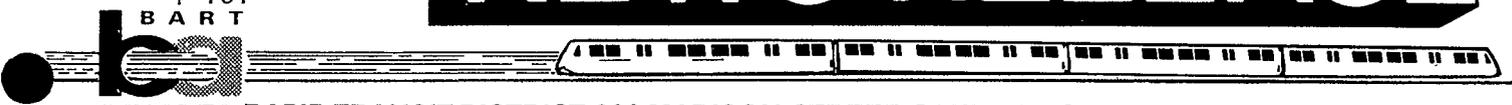
# # #

ADVISORY: Attached is the list of judges and winners.

*Sellewood - Moreland Bee - Portland - Willamette Week Portland Oregon, Portland OR*

# NEWS RELEASE

Y-161  
BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASE

## PORTLAND STUDENT WINS BART AWARD

Bob Iggulden of Portland, an architecture graduate student at the University of Oregon, and his four teammates won a \$1,500 Second Prize for their entry in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Iggulden and his team members won the award for their design of BART's Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the University of Oregon team prize, other cash awards in BART's Joint Development Design Competition went to one team and four individual winners from the University of California at Berkeley; one team from the California Polytechnic University at Pomona; two teams and an individual winner from the Southern California Institute of Architecture; and one team from the University of Oregon.

# # #

ADVISORY: Attached is the list of judges and winners.

**NEWS RELEASE**

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASEKAPAA STUDENT WINS BART AWARD

Ian Costa of Kapaa, an architecture graduate student at the University of Oregon, and his four teammates won a \$1,500 Second Prize for their entry in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition held recently in Oakland, California. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Costa and his team members won the award for their design of BART's Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the University of Oregon team prize, other cash awards in BART's Joint Development Design Competition went to one team and four individual winners from the University of California at Berkeley; one team from the California Polytechnic University at Pomona; two teams and an individual winner from the Southern California Institute of Architecture; and one team from the University of Oregon.

# # #

ADVISORY: Attached is the list of judges and winners.

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASE

## SCARSDALE STUDENT WINS BART AWARD

Roni Pfeffer of Scarsdale, a graduate student at the Southern California Institute of Architecture and his three teammates tied for third place in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition held recently in Oakland, California. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Pfeffer and his team split the Third Place Prize of \$500 for their design of BART's Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the Southern California Institute of Architecture prize, other BART Joint Development Design Competition cash awards went to one team and four individual winners from the University of California at Berkeley; one team from the California Polytechnic University at Pomona; one team and an individual winner from the Southern California Institute of Architecture; and two teams from the University of Oregon.

# # #

ADVISORY: Attached is the list of judges and winners.

*to: The Herald, New Hampshire*

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASEPORTSMOUTH STUDENT WINS AWARD

Michael O'Leary of Portsmouth, a graduate architecture student at the University of California at Berkeley, tied for third place in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition held recently in Oakland, California. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. O'Leary split the \$500 Third Place Prize for his design of BART's Oakland West Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station, or the Walnut Creek Station.

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner was selected from the first place winners. Cash awards ranged as follows:

Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the prize won by O'Leary, other BART Joint Development Design Competition cash awards went to: One team and three individual winners from the University of California, Berkeley; one team from the California Polytechnic University at Pomona; two teams and an individual winner from the Southern California Institute of Architecture; and two teams from the University of Oregon.

# # #

ADVISORY: Attached is the list of judges and winners.

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Contact: Sy Moubert, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

August 10, 1982

FOR IMMEDIATE RELEASE

## FULLERTON STUDENT WINS BART AWARD

Daniel Beauchamp of Fullerton, an architecture graduate student at the California Polytechnic University at Pomona, and his three teammates won a \$3,000 First Prize for their entry in the Bay Area Rapid Transit District's (BART) Joint Development Design Competition. BART presented eleven cash awards totaling \$16,000 in the competition which drew entries from six of the west coast's leading schools of architecture. Beauchamp and his team members won the prize for their design of BART's Oakland Coliseum Station.

BART sponsored the student architectural competition as part of an overall planning effort for joint development. BART adopted a joint development policy in December 1980 to identify development opportunities of BART-owned air rights and of property located adjacent to BART stations now used primarily for parking. By developing these properties with other public agencies or private developers, BART could investigate the potential of adding to its parking capacity; stimulate revenues through increased ridership, including reverse commuter traffic; generate income through long-term development leases; and enhance the use of transit.

In order to set up and organize the competition, an independent architectural and planning firm in Oakland was retained. The firm put together a comprehensive package to motivate superior work and structured the competition as a class assignment at participating schools. An entry could be made either by an individual student or by a team of students, with no more than five members on a team. Each individual or team could select one of three sites to develop -- BART's Oakland West Station, the Oakland Coliseum Station or the Walnut Creek Station.

2-2-2-2

FULLERTON STUDENT WINS BART AWARD

Based on the competition's criteria, students were to submit one model, a maximum of seven drawings and sketches, and a short report. Entries had to be environmentally accountable to the community and take into account the aesthetic, economic and social condition of the station and its surrounding area. The guidelines also called for entries to make prudent use of energy. Students were asked to take an existing site, develop its air space and the surrounding area, and create a distinctive project with the right blend of variety, convenience and practicality.

The results produced rave comments from the blue-ribbon panel of judges. The panel was made up of seven leading professionals, including architects, planners and economists who judged all projects submitted, and six area leaders who voted only on entries pertaining to their community. Cash prizes were awarded to the first, second and third place winners for each individual station design, and an overall grand prize winner

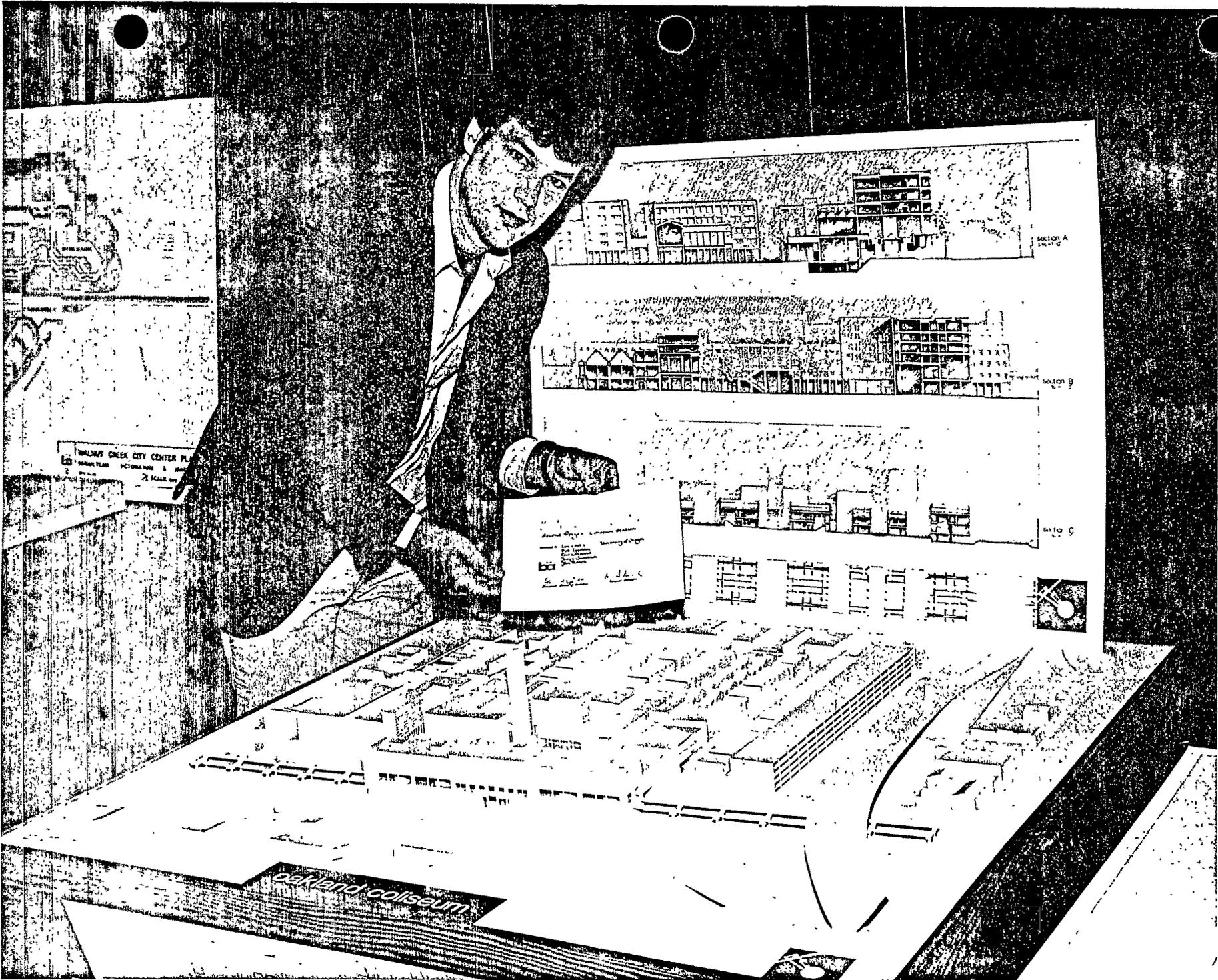
selected from the first place winners. Cash awards ranged as follows:  
Grand Prize, \$4,000; First Prize, \$3,000; Second Prize, \$1,500; and  
Third Prize, \$500.

In addition to the California Polytechnic University at Pomona team winners, other cash awards in BART's Joint Development Design Competition went to one team and four individual winners from the University of California at Berkeley; two teams from the University of Oregon; and two teams and one individual winner from the Southern California Institute of Architecture.

# # #

ADVISORY: Attached is the list of judges and winners.

apt to "Arquette Jones, Cornwallis  
"Mississippi"



WILSON CREEK CITY CENTER PLAN  
 1964  
 1/4" = 1'-0"  
 SCALE

Arthur Jones  
 Architect  
 1234 Main Street  
 San Francisco, California

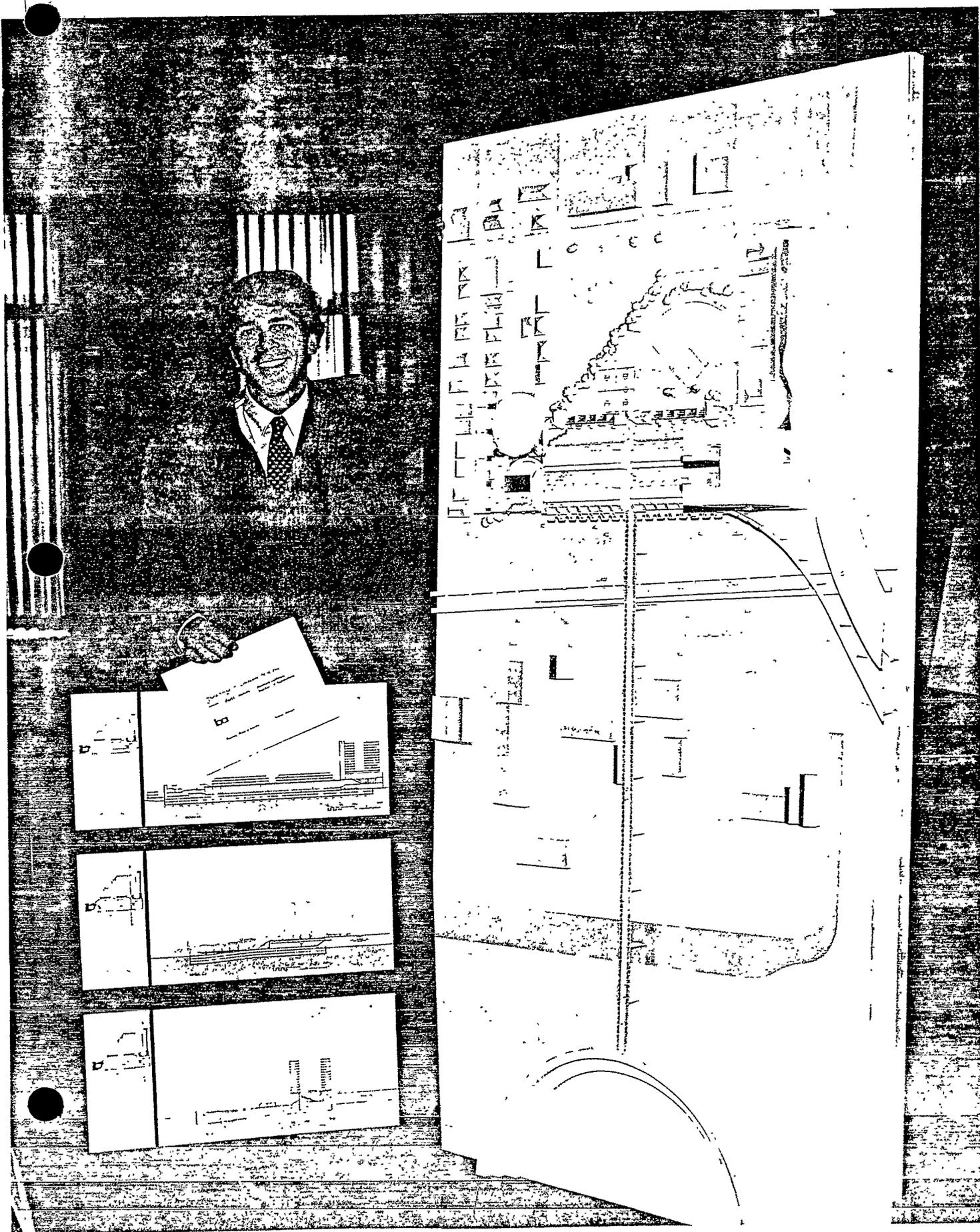
Oakland Coliseum

11981-115

Paul Langland of Corvallis, a graduate architecture student at the University of Oregon, displays his team design of BART's Oakland Coliseum Station .

FILE # 11701 - 115

4-166

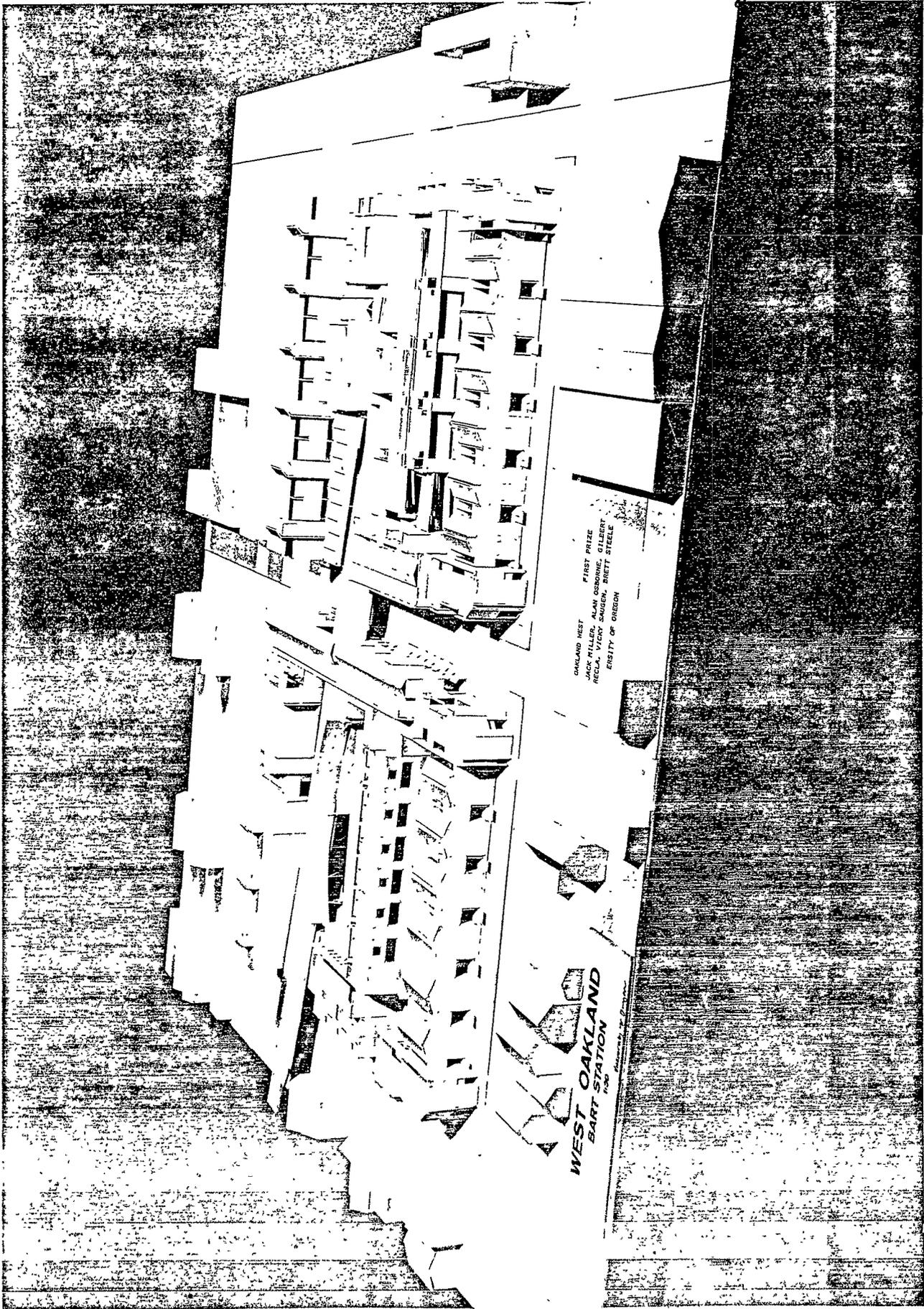


110

9-167

West Los Angeles local, Scot Coleman, a graduate student at the Southern California Institute of Architecture displays his design of BART's Oakland Coliseum Station. Coleman's entry tied for third place. He split the \$500 cash prize with a team of students.

Sent to: Malheur Enterprise, Vale OR  
Statesman Journal, Salem OR  
Oregon Herald, Salem OR  
Register Guard, Eugene OR  
Oregon Daily Emerald, Eugene OR  
Gazette Times, Corvallis



WEST OAKLAND  
BART STATION

OAKLAND WEST  
FIRST PRIZE  
JACK MILLER, ALAN OSWALD,  
REEKA VICKY SAUGER, BRYTT STEELE  
ENRITY OF OREGON

BART's Joint Development Design Competition First Prize  
winning entry of BART's Oakland West Station. The entry was  
submitted by University of Oregon graduate students: Jack Miller,  
Alan Osborne, Gilbert Recla, Vicky Saugen and Brett Steele

4-168

*Sept to: Architectural Journals*

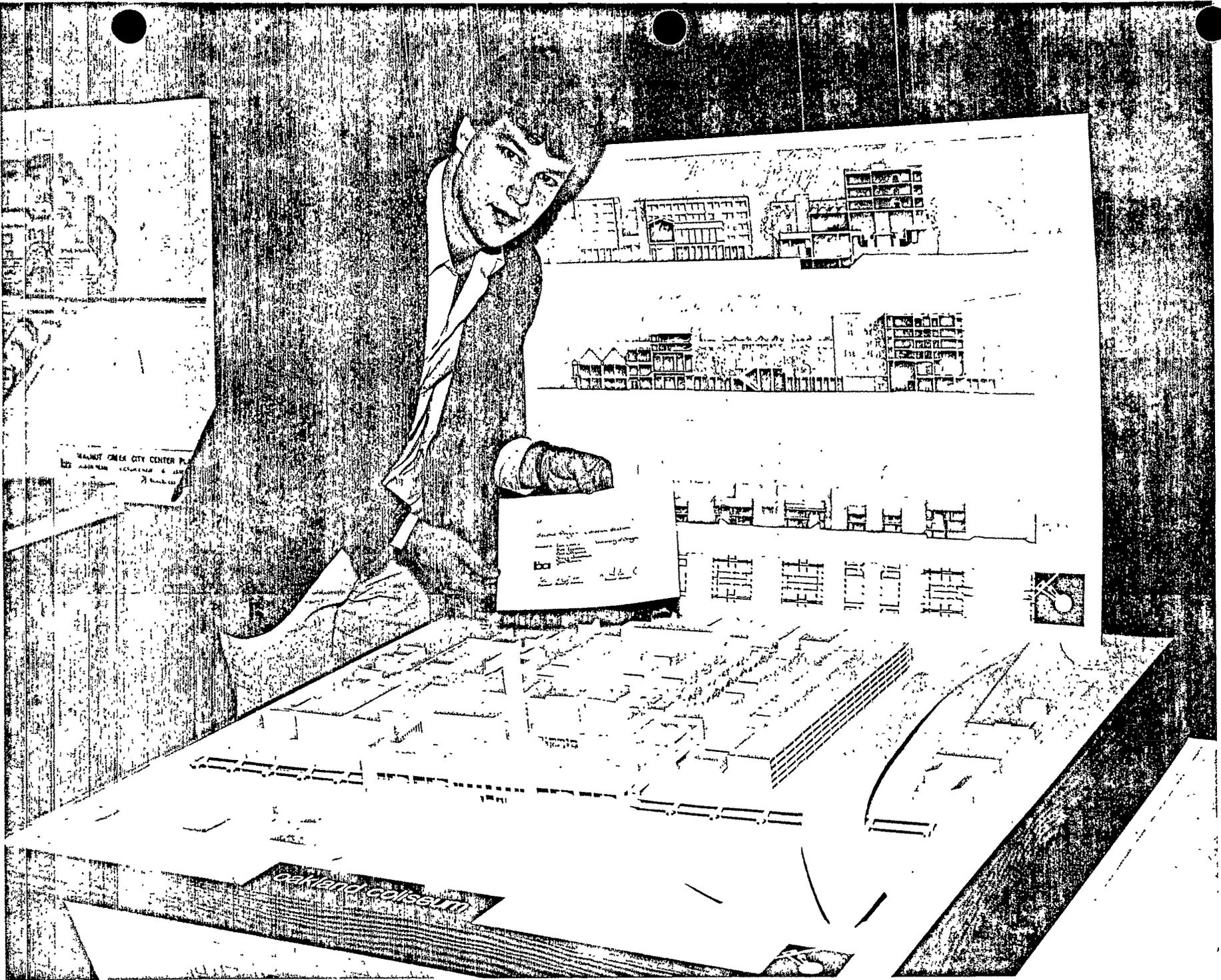


Y-169

11914-36

The BART Joint Development Design Competition judges comprised of industry professionals and members of the communities in which the stations are located are shown gathered around the Grand Prize winning entry of BART's Walnut Creek Station. The entry was submitted by graduate students from the Southern California Institute of Architecture. The judges pictured are (front row, left to right): Max Bond, Ken Simmons, Roberta Washington, Jerry Swanson, Hideo Sasaki, William Weber, Janet Roche, Rai Okamoto, (back row, left to right), Bill Kritikos, Richard Lloyd, William Bodrug, Lonnie Dillard, Stephen Lindheim and Chester McGuire:

4-169



WASHTON STATE CITY CENTER PL.

Architectural drawing with text and a small diagram.

© Nordco, Inc.

Y-170

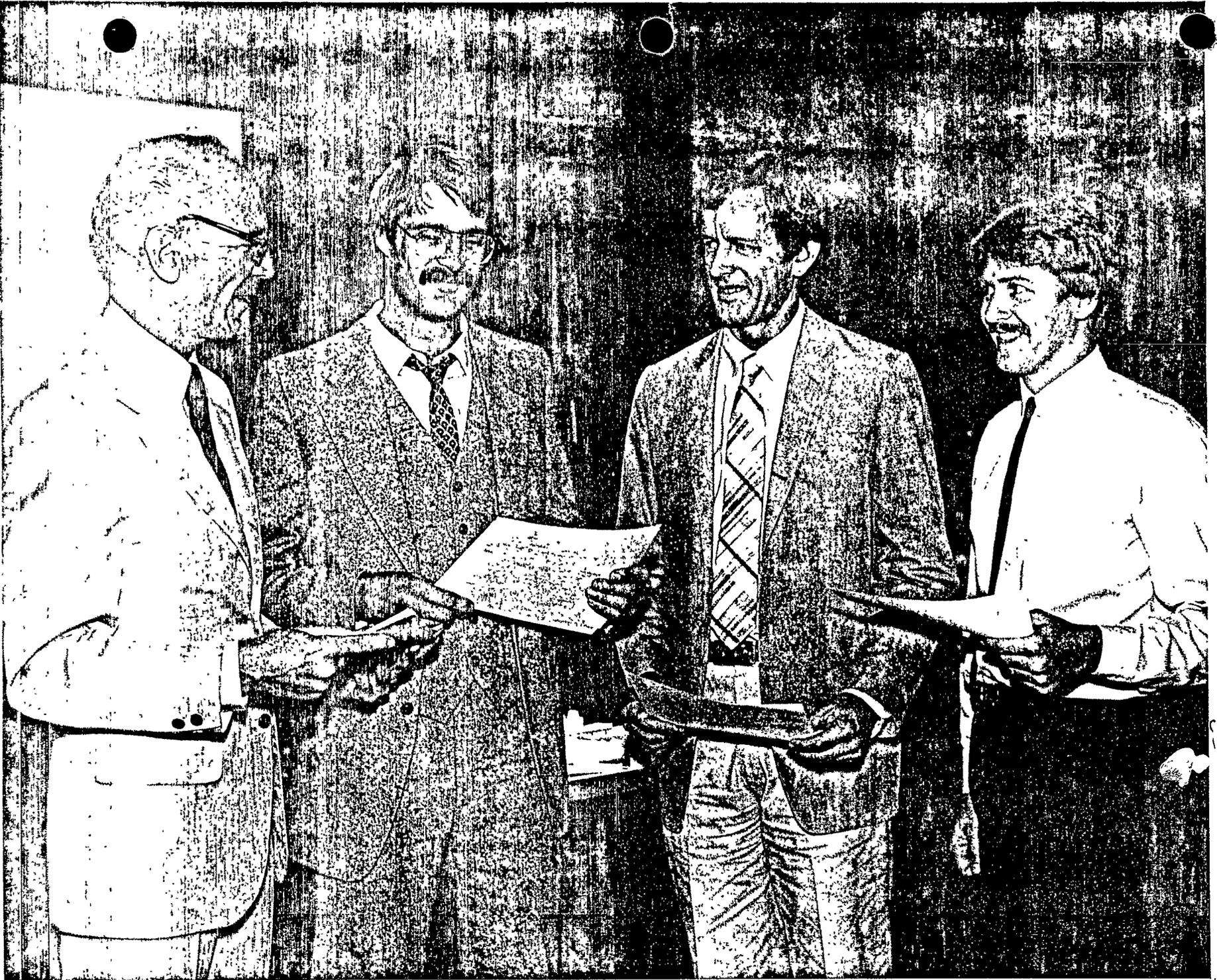
sent to: Margaret Jones, Corvallis, Oregon  
P1

11981-115

Paul Langland of Corvallis, a graduate architecture student at the University of Oregon, displays his team design of BART's Oakland Coliseum Station .

FILE # 11701-115

4-176



4-171  
4-172  
4-173

Asst. Architect  
Sentinel Building  
District Designer  
Southwest Credit Tribes

11981-92

4-171

*California Photo Service*

(L - R) BART Board President, Eugene Garfinklé presents Michael George, Peter Lucic of La Jolla and Richard Bass, their Certificates of Achievement for winning the \$4,000 Grand Prize in the Bay Area Rapid Transit District's Joint Development Design Competition. Lucic and his teammates won the prize for their BART Walnut Creek Station entry.

11981-71

4-172

(L - R) Bay Area Rapid Transit District's Board President Eugene Garfinkle (far left) presents Southern California Institute of Architecture students, Michael George, Peter Lucic and Richard Bass of Antioch, their Certificates of Achievement for winning the \$4,000 Grand Prize in BART's Joint Development Design Competition. Bass and his teammates won the prize for their BART Walnut Creek Station design.

11981-71

4-173

(L-R) Bay Area Rapid Transit District Board President, Eugene Garfinkle (far left) presents Snohomish local, Michael George, and his two teammates Peter Lucic and Richard Bass, their Certificates of Achievement for winning the \$4,000 Grand Prize for their Walnut Creek Station entry in BART's Joint Development Design Competition. George and his team are graduate students at the Souther California Institute of Architecture.

BART  
(L-r) Board President Eugene Garfinkle, Michael George, Peter Lucic and Richard Bass.

Y-174



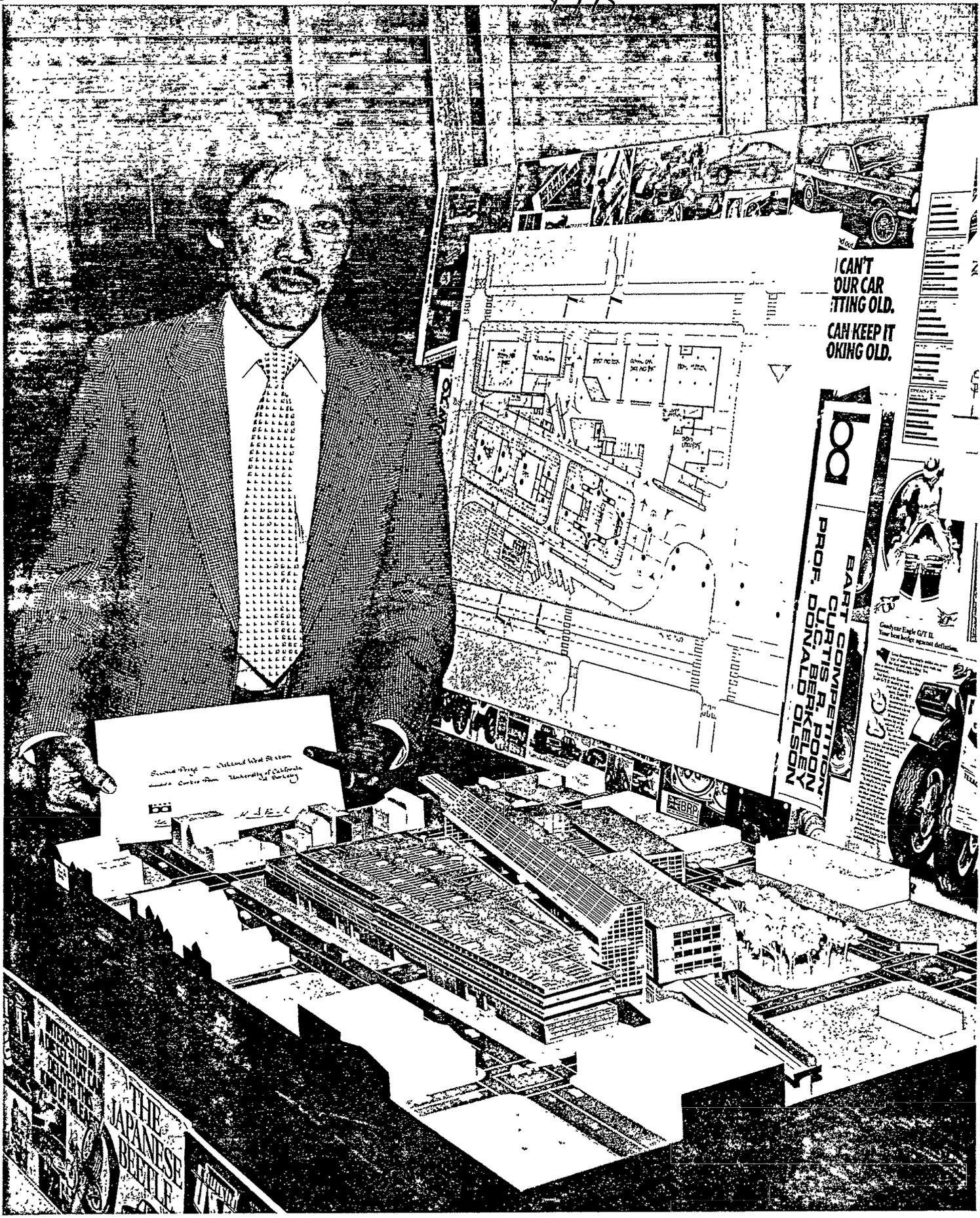
Trans Frigo - Oakland West Station  
BAA  
[Signature]



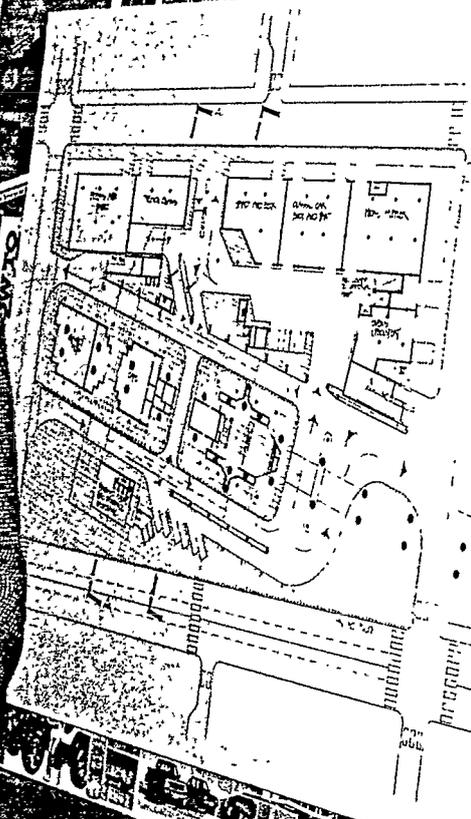
University of California of Berkeley graduate student Ho Gyun Park displays his entry in BART's Joint Development Design Competition. He tied for third place and split the \$500 cash award with another student from U.C. Berkeley.

201

4-179



Source: *Design - Oakland West Station*  
*Source: Construction - University of California*  
*at Berkeley*



I CAN'T  
OUR CAR  
FITTING OLD.  
CAN KEEP IT  
LOOKING OLD.

**100**  
BART COMPETITION  
CURTIS R. POON  
BERKELEY  
DONALD OLSON



Goodyear Eagle GT II  
Your best bet against deflation.



P. 00

Curtis Poon, University of California at Berkeley graduate student displays his Certificate of Achievement and the BART Oakland West Station architectural design which won him a \$1,500 Second Prize in BART's Joint Development Design Competition.

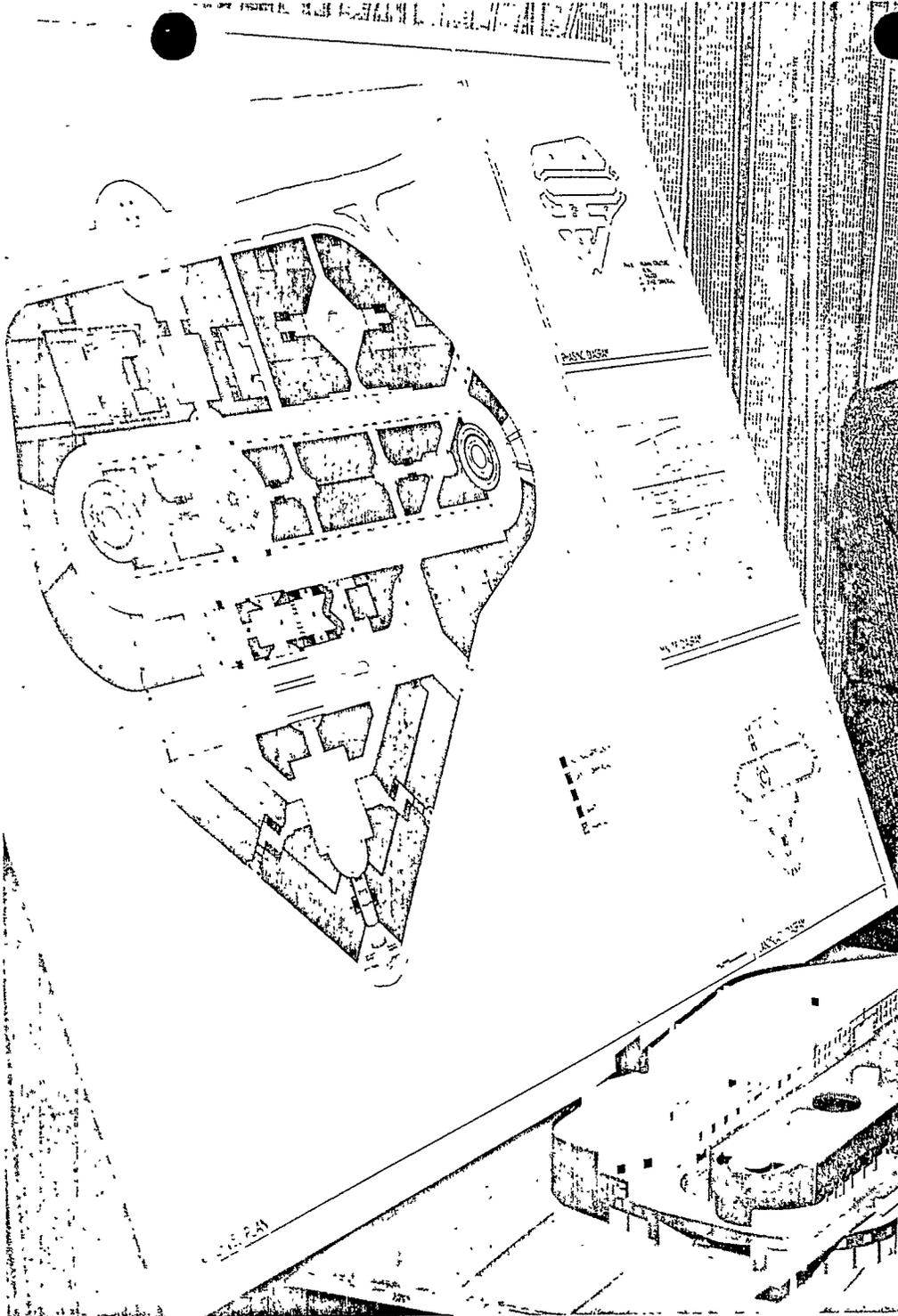
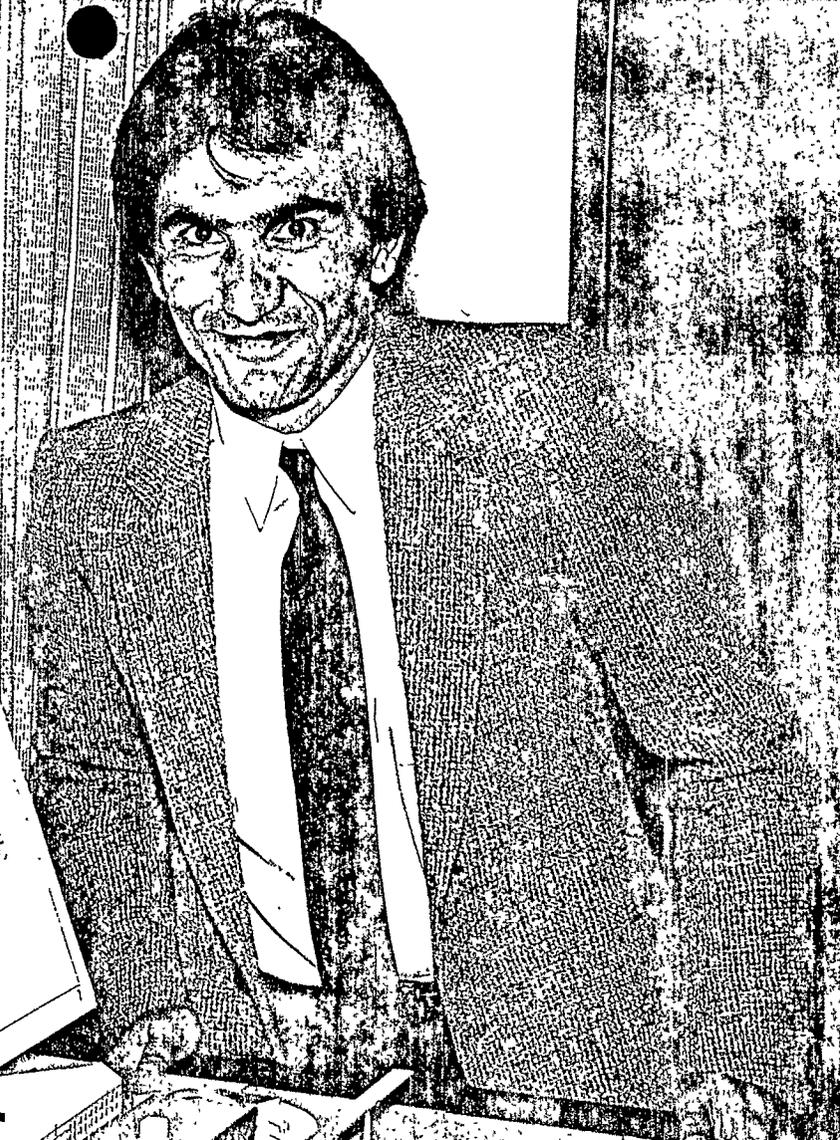
9-175

4-176

# NEWS RELEASE

**B**  
BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIF. ©RNIA 94607 (415) 465-4100

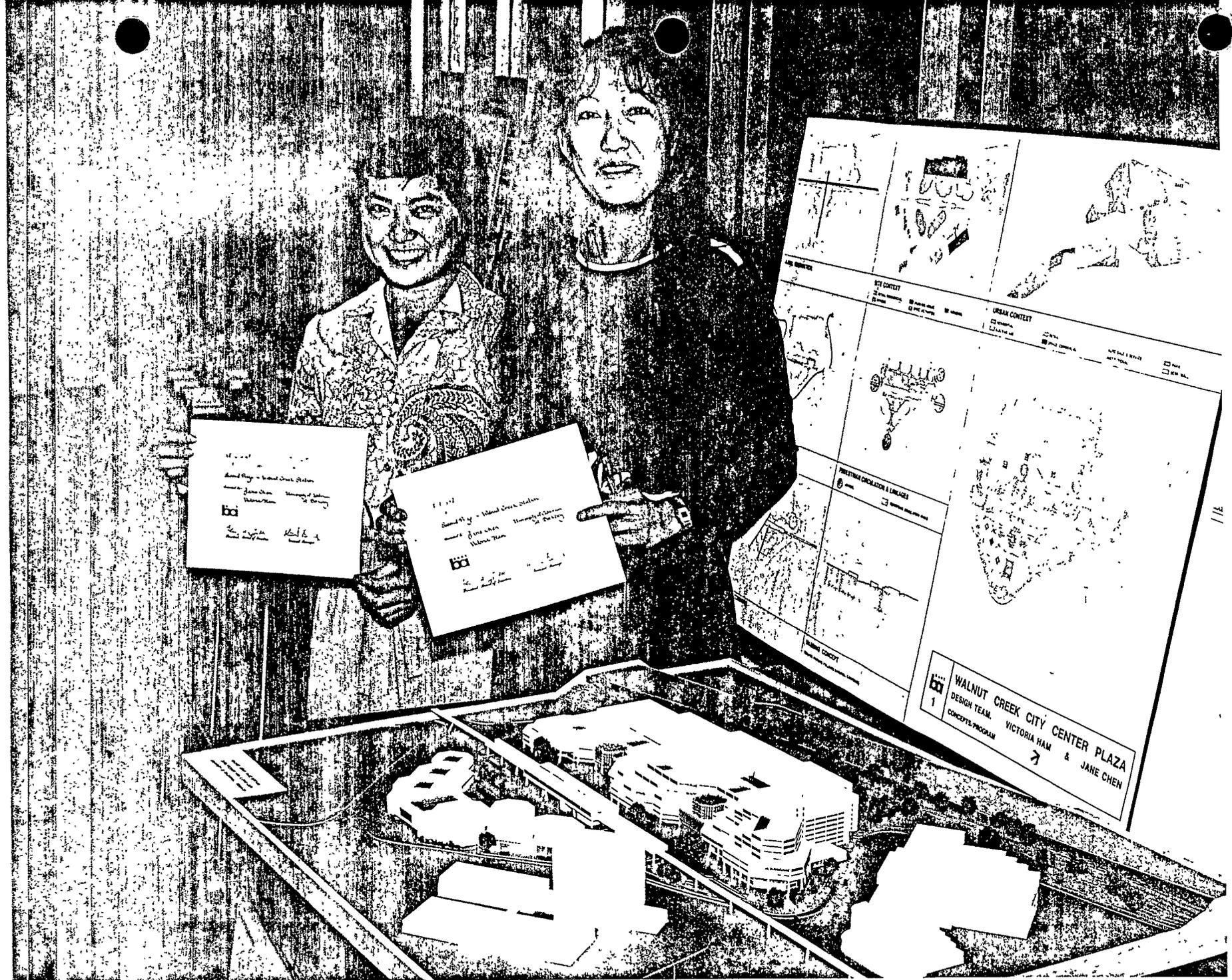


102

University of California at Berkeley, graduate architecture student,  
Ali Moghasddasi displays his entry of BART's Walnut Creek Station which won him  
a \$500 Third place prize in BART's Joint Development Design Competition.

FILE # 11981 - 102

y-176



Walnut Creek City Center  
 Victoria Ham & Jane Chen  
 Design Team  
 Concept & Program

Walnut Creek City Center  
 Victoria Ham & Jane Chen  
 Design Team  
 Concept & Program

WALNUT CREEK CITY CENTER PLAZA  
 DESIGN TEAM: VICTORIA HAM & JANE CHEN  
 CONCEPT & PROGRAM

URBAN CONTEXT  
 PRELIMINARY DEVELOPMENT & IMAGERY

4-177

11981-97

University of California at Berkeley graduate architecture students,  
(L - R) Jane Chen and Victoria Ham display their Certificate of Achievement award and  
stand by their Walnut Creek Station team entry which won them a \$2,000 Second Prize  
in BART's Joint Development Design Competition.

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Y-177

# NEWS RELEASE

Y-178  
BART**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 13, 1982

FOR RELEASE ON OR AFTER 1:00 P.M.,  
SATURDAY, -- AUGUST 14, 1982BART TO OPERATE TWO "BILLY BALL" SPECIAL DIRECT TRAINS ON SUNDAY, AUGUST 15, 1982

Getting to the Oakland Coliseum on Sunday, August 15, for the Oakland A's/California game is a cinch, if you take BART's "Billy Ball Special" direct trains from the Daly City BART Station and the Concord BART Station. BART's special direct trains provide the quickest and easiest way to the game and is the best way to beat the highway traffic and parking hassle.

Baseball fans coming from stations on the Concord line can board the "Billy Ball Special" at Concord Station from which a train will depart at 11:25 a.m. The special direct train will then depart from other stations on the Concord line at the time indicated: Pleasant Hill Station, 11:31 a.m.; Walnut Creek Station, 11:34 a.m.; Lafayette Station, 11:39 a.m.; Orinda Station, 11:44 a.m.; and Rockridge Station, 11:50 a.m. This train will then proceed directly to the Coliseum Station, where it will arrive at 12:10 p.m. for the game which starts at 1 p.m.

From San Francisco, the "Billy Ball Special" will depart the Daly City BART Station at 11:35 a.m. and depart other stations on the San Francisco line at the times indicated: Balboa Park Station, 11:39 a.m.; Glen Park Station, 11:41 a.m.; 24th Street Station, 11:45 a.m.; 16th Street Station, 11:47 a.m.; Civic Center, 11:49 a.m.; Powell Street Station, 11:51 a.m.; Montgomery St. Station, 11:53 a.m.; Embarcadero Station, 11:54 a.m.; and Oakland West Station, 12:01 p.m. The train will arrive at the Coliseum Station at 12:14 p.m. for the game which begins at 1 p.m.

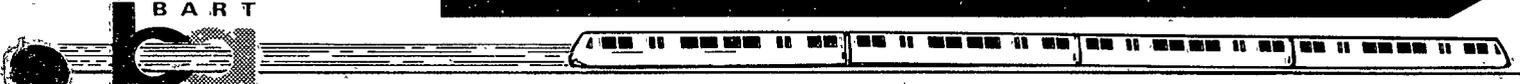
Regular Sunday BART service operates on two lines only-- the Richmond/Fremont and the Concord/Daly City lines from 9 a.m. to midnight. A's fans coming from Richmond should board a Fremont-bound train, and those coming from Fremont should board a Richmond-bound train for direct service to the game. For those coming from San Francisco and Concord but will not use "Billy Ball Special," they must transfer in the downtown Oakland stations.

The Coliseum Stadium is just a short walk from the Coliseum Station via an aerial bridge connecting the two facilities. An elevator to the bridge makes the stadium accessible to persons with mobility impairment. Information about the "Billy Ball Special" train schedules and the BART Weekend and Evening Schedule is available at all BART stations.

4-179

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

August 16, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART PARKING AT GLEN PARK STATION

BART President Eugene Garfinkle of San Francisco today said a planned parking lot for the Glen Park Station is now well on its way to becoming a reality.

Garfinkle, who represents District 8, said the lot project is awaiting a final review by Caltrans before going forward. It will be the first time the transit district has been able to provide parking at any of its San Francisco stations.

"When the system was first built, and through subsequent years, the city has prohibited BART from building any long-term parking facilities for any stations located within the city's boundaries," Garfinkle said. "We had to satisfy neighborhood concerns and overcome the city's policy in this matter."

The lot is expected to begin construction early next year, and when completed will provide 58 parking spaces. It is estimated that the lot will cost about \$270,000, most of which will be funded by a Federal Aid Urban Highway grant.

Garfinkle said the lot will generally enhance access to the station. Two years ago, the Loma Ranger Shuttle service was inaugurated by BART to link up the Glen Park Station with the Miraloma Park area. Initially it was an experimental project. The shuttle has been very successful, serving about 100,000 trips since commencing, and the board of directors recently authorized its continuance.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

August 18, 1982

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(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART FARE ADJUSTMENT RECOMMENDED - STARTING DATE NOT DETERMINED

John Glenn, BART Director, of Fremont, and Chairperson of BART's Administration Committee, today, Wednesday, August 18, 1982, announced that a proposal to raise BART fares by an average of 15 percent was unanimously recommended by his committee for approval by the BART Board of Directors. Glenn noted there will be no change in the 90 percent discount for senior citizens, handicapped and youth fares. The BART Board will meet tomorrow, Thursday, August 19, at 9 a.m. to consider the change in BART fares and other items at the regular meeting which will be held in the District's Administration Building, 800 Madison St., Oakland.

Glenn stated, "The proposed adjustment which was recommended unanimously by my committee, will now go to the full BART Board of Directors for their consideration and possible approval. The need for additional funding at this time is crucial in order to support BART's five year capital program. The adjustment will mean that BART fares will go up less than 15 percent on the average and this is very low compared to other increases in the Consumer Price Index.

"There will be no reduction in the 90 percent discount presently provided to senior citizens 65 years or older, handicapped persons with a Bay Region Transit Discount Card, and youths between five and 12 years old. Children four and under ride BART free.

"The BART Board has been very diligent in its approach to this fare adjustment. We have taken into consideration every possible impact on BART riders, who represent every social, economic and age group in the Bay Area. I believe we have arrived at

a new fare structure which will be acceptable to all our patrons."

The proposed fare adjustment, on which the BART Board of Directors may take action at their meeting on Thursday, August 19, will mean that the fare for the longest trip on BART, Fremont to Daly City, will be \$2.00 as compared to the present fare of \$1.75. A trip from Concord to downtown San Francisco will be \$1.90, instead of the present fare of \$1.65. The shortest trips on BART will be raised from the present 50 cents, to 60 cents.

The BART Board will also consider a recommendation, Glenn noted, to encourage BART riders to purchase \$20 tickets, by offering a 5 percent discount on this ticket. This means a ticket which can be used for \$21 worth of BART rides will cost only \$20.

However, these high value discount tickets will be available only at banks and savings and loan institutions.

BART staff was directed to restudy for possible later implementation on a trial basis, an earlier proposal which set forth a two-tier fare structure. Under this plan, there was to be a differential between "peak hours" and "off-peak hours" trips. The weekday peak hours are defined as start of service to 9 a.m. and from 4 p.m. to 6:30 p.m.; off-peak hours are other times when the system is in operation. Of particular concern to BART directors was the loss in revenue which would result from lowering the fare during off-peak hours.

No date was set today as to when the fare would be implemented, but it is anticipated that the BART Board will make this decision at its meeting tomorrow.

BART is presently embarked on a massive capital improvement program which includes projects totaling more than \$500,000. The current five-year capital program includes the purchase of 90 to 150 new "C-Cars," increasing the capacity of BART's train control system through the acquisition of a new integrated computer system and modifications to the trackside train control system, the completion of the K-E track through downtown Oakland -- the first new mainline track to be added to the system since BART was built, and the construction of a turnback facility at

Daly City. These capital improvements will allow BART to operate 75 trains at any one time as compared to the maximum of 49 trains which can currently operate on the system.

BART is currently carrying over 190,000 patrons on an average commute day. It has been estimated that BART's average daily ridership will increase to 300,000 by the year 1990. The only way BART can handle the demand which is forecast for the next few years, is by increasing its passenger capacity by adding more trains, which requires the purchase of the new "C-Cars" and expanding the capacity of the system's computer and train control system to handle more trains.

As Glenn notes, the availability of federal funding to support BART's proposed capital program is not as firm as he would like it to be, therefore, BART must go forward with its plan to build a system improvement fund and the proposed modest fare increase is one of the resources for such a fund.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

August 19, 1982

FOR IMMEDIATE RELEASE

## BART BOARD OF DIRECTORS APPROVES BOND SALE

Oakland, CA..... The San Francisco Bay Area Rapid Transit (BART) District's Board of Directors today approved the sale of \$65 million in sales tax revenue bonds for the purchase of new transit cars.

BART Board President Eugene Garfinkle said the sale of the bonds was one of the most important events to take place at the district in many years, and represented a step forward in achieving the transit system's capital improvement program.

Garfinkle, who represents District 8 in San Francisco, said the bonds would be exempt from Federal and California state income taxes. The proceeds from the bonds will go toward the purchase cost of BART's sorely needed new transit cars.

He said the transit district plans to purchase between 90 and 150 of the new cars, depending on the amount of federal funding that is committed to this project.

To date, BART has received approval for \$6.7 million in federal assistance through the Urban Mass Transportation Administration, with other grant applications pending.

The transit cars represent one of the top priority elements of BART's five year improvement plan to substantially increase the passenger capacity of the system. Other elements include the purchase of a new central computer system; construction of a turnback track and storage facility at the Daly City terminus; and completion of the third track through downtown Oakland.

BART will invite sealed proposals to be submitted on September 16, 1982, at 10 a.m. (Pacific Daylight Saving Time) for purchase of the bonds. The sealed proposals are to be delivered to the transit district's board room, 800 Madison Street, Oakland, California.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department  
Manager, Public Affairs

August 19, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART BOARD APPROVES AGREEMENT FOR NEW PROTOTYPE CAR CONTROL

Oakland, CA. . . . The San Francisco Bay Area Rapid Transit (BART) District Board of Directors today approved an agreement with Westinghouse Electric Corporation to develop a new generation of automatic train control equipment for the system's new transit cars, it was announced today by BART Board President Eugene Garfinkle.

Garfinkle said Westinghouse was the low bidder among two companies submitting proposals for the project, which calls for development, procurement, and testing of five prototype vehicle train control units. The cost of the project will be \$2.8 million.

According to Garfinkle, "We must begin now to develop a new 'on board' train control unit which will interface with the current wayside control and the improved system control planned for the years ahead."

He said this is an important first step which will be in parallel with the new "C" car procurement. BART expects to award a contract for the purchase of up to 150 new cars in October 1982. Bids which were opened July 27 are now being analyzed.

BART General Manager Keith Bernard said that reliability will be the key performance element in the new control which will incorporate all of the best features and modifications of the current equipment.

Bernard said that Westinghouse, who was an original supplier of BART's overall Automatic Train Control system, has been working closely with the system's engineers over the years to work out early equipment bugs in other hardware to achieve maximum performance.

BART anticipates that the performance requirements called for in the contract will improve overall reliability from 90 incidents a months to four per month, or by 300 percent.

The new transit vehicles which BART plans to purchase represent one of the major elements of the system's capital improvement program to increase passenger capacity. With ridership now averaging more than 190,000 per day, trains are at a saturation point during the commute periods on most lines.

Other elements of the program include a new central computer system, a turnback track and storage facility at Daly City in the west bay, completion of a third track through downtown Oakland, and refurbishing of the current fleet to improve the fire resistance of the cars.

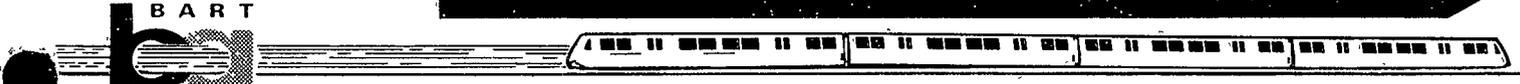
Bernard said that, overall, BART's capital program to improve the system will achieve an increase in system capacity of about 85 percent for a fraction of the original capital cost.

He said that, at the current growth rate, BART could well be carrying 250,000 passengers a day by 1987, and 300,000 a day by the end of the decade.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department  
Manager, Public Affairs

CONTACT: Sy Mober, Manager  
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(415) 465-4100, Ext. 514

August 20, 1982

FOR IMMEDIATE RELEASE

## BART/MUNI PASS CLOSER

BART Board President Eugene Garfinkle, of San Francisco, has announced that the transit district has awarded a contract to manufacture special faregate equipment to accommodate the long planned BART/MUNI fast pass.

The new "pass reader" equipment will be installed in selected gates in all of the San Francisco stations to process the passes.

Garfinkle said the BART/MUNI pass is expected to be introduced this next February. It will be good for a month at a time and will allow unlimited use of both systems within San Francisco. Transbay trips on BART will require a regular ticket.

He said the plan calls for the new pass to replace the current MUNI fast pass.

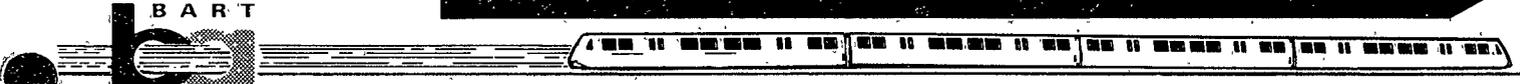
"I believe the BART/MUNI pass, when it finally becomes a reality, will mark a major step in increasing the level of transit service to the public," Garfinkle said.

He said the next step will be to create a super pass that will be good on BART, AC Transit, and MUNI. This project is now in progress also, but is not expected to be ready for another year or so.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy  
Department Manager  
Public Affairs

August 20, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART TO THE BATHTUB REGATTA

A convenient way to avoid traffic and parking hassles getting to the 9th annual KNBR Bathtub Regatta this Saturday, August 21, is on BART and a special AC Transit shuttle. The shuttle will cost 50¢ each way.

The famous regatta will be easy to get to by taking BART to the Coliseum/Airport Station in Oakland and catching the AC shuttle for the short jaunt to the shoreline on Doolittle Drive, where the event is to be held.

The fun and festivities, including music, food, and a parade of colorful and zany tub entries, will begin at 10 a.m. and continue through the day until 5 p.m.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

August 20, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASE

## BART BOARD SETS NEW FARES WHICH WILL BE EFFECTIVE SEPTEMBER 8

BART President Eugene Garfinkle, of San Francisco, announced on Thursday, August 19, that the BART Board of Directors had adopted a new fare schedule which will raise BART fares on the average by 18.4 percent. The new BART fares will become effective on September 8, 1982.

Garfinkle praised his fellow directors, following the adopting of the new fare schedule and said, "We have taken an enormous step today and we have ushered in what is a new era for this district. We've reached the plateau where the system that was built is now operating and is in place. We've taken the first step to creating a newer and bigger system. What we've done today is to put into place a portion of the financial capability we need for increasing the capacity of the system in order to carry nearly double the number of patrons riding the system today. The funds to be generated from the fare schedule you have worked so diligently to evolve, will become the basis for expanding the system. This expansion is vitally necessary to make this district what it can be in the three BART counties and hopefully around the bay one of these days.

"I really compliment and congratulate all the directors. I am very proud to be a part of this board," stated Garfinkle.

BART's new fare policy will not, Garfinkle emphasized, reduce the present 90 percent discount for the fares of senior citizens 65 years and older, handicapped persons with a Bay Region Transit Discount Card, and children between five and 12 years old. Children four and under ride BART free.

The adopted fare structure will mean that the longest trip on BART, Fremont to Daly City, will be \$2.15 as compared to the present fare of \$1.75. A trip from Concord to downtown San Francisco will be \$1.95 instead of the present fare of \$1.65. The shortest trips on BART will be raised from 50 cents to 60 cents.

The new fares for the BART Express Bus service will be 60 cents for a one-zone trip and 90 cents for a two-zone trip. The free transfer, available inside the paid area of those stations served by BART Express Buses, is worth 60 cents on trips away from the stations. The blue and silver BART Express Buses serve outlying areas of Contra Costa and Alameda counties which are not presently served by the BART rail system. This service is provided by BART, under a contract with AC Transit, which provides the bus drivers, maintenance and fuel for the buses.

BART will now be offering a five percent bonus to patrons by issuing a \$21 BART ticket which can be purchased for \$20. However, this high value ticket will be available only at banks and savings and loan institutions.

BART staff was directed to present to the BART Board, within 12 months, a two-tier fare structure, which would provide for a differential fare between "peak hours" and "off-peak hours" trips. The weekday peak hours are defined as the beginning of the start of service to 9 a.m. and from 4 p.m. to 6:30 p.m.; off-peak hours are other times when the system is in operation, including the weekends. This two-tier fare structure is intended to promote an increase in off-peak ridership, resulting in better utilization of the capacity which is available during off-peak hours.

Garfinkle pointed out that two factors are the driving force behind the new fare schedule. First, BART is presently embarked on a massive capital improvement program which includes projects totaling more than \$500 million. The current \$285 million five-year capital program includes the purchase of 90 to 150 new "C"

cars, increasing the capacity of BART's train control system through the acquisition of a new integrated computer system and modifications to the trackside train control system, the completion of the K-E track through downtown Oakland -- the first new mainline track to be added to the system since BART was built, and the construction of a turnback facility at Daly City. These capital improvements will allow BART to operate 75 trains at any one time as compared to the maximum of 49 trains which can currently operate on the system.

BART is currently carrying over 190,000 patrons on an average commute day.. It has been estimated that BART's average daily ridership will increase to 300,000 by the year 1990. The only way BART can handle the demand which is forecast for the next few years, is by increasing its passenger capacity by adding more trains, which requires the purchase of the new "C" cars and expanding the capacity of the system's computer and train control systems to handle more trains.

The second factor, Garfinkle explained, is that the regional transit financial plan of the Metropolitan Transportation Commission (MTC) states that BART, AC Transit and San Francisco MUNI must have a coordinated fare structure. MTC is the regional transportation clearinghouse for federal and state funding assistance.

Garfinkle explained that the BART Board of Directors has approved the sale of \$65 million in revenue bonds to support the purchase of 60 of the new "C" cars, and the revenues which will be generated by the new fare schedules will be a major factor in support of these bonds.

John Glenn, BART Director of Fremont, said, "The BART Board has been very diligent in its approach to this fare adjustment. We have taken into consideration every possible impact on BART riders, who represent every social economic and age group in the Bay Area. I believe we have arrived at a new fare structure which will be acceptable to all our patrons."

Glenn is chairperson of BART's Administration Committee, which presented the basic formula for BART's new fares which was derived from a proposal submitted by BART President Garfinkle.

NEW BART FARES

TO DOWNTOWN OAKLAND STATIONS  
FROM:

Oakland West	\$ .60
MacArthur	.60
Rockridge	.60
Ashby	.60
Berkeley	.60
N. Berkeley	.60
Lake Merritt	.60
Fruitvale	.60
Coliseum	.60
El Cerrito Plaza	.75
El Cerrito Del Norte	.85
Richmond	1.00
San Leandro	.85
Bay Fair	1.00
Hayward	1.15
S. Hayward	1.25
Union City	1.40
Fremont	1.50
Orinda	.85
Lafayette	1.05
Walnut Creek	1.25
Pleasant Hill	1.30
Concord	1.40

TO DOWNTOWN SAN FRANCISCO STATIONS  
FROM:

Oakland West	\$ 1.10
Oakland/12th Street	1.20
Oakland/19th Street	1.20
MacArthur	1.25
Rockridge	1.35
Ashby	1.35
Berkeley	1.40
N. Berkeley	1.45
Lake Merritt	1.20
Fruitvale	1.35
Coliseum	1.45
El Cerrito Plaza	1.50
El Cerrito Del Norte	1.55
Richmond	1.60
San Leandro	1.60
Bay Fair	1.65
Hayward	1.70
S. Hayward	1.80
Union City	1.95
Fremont	2.05
Orinda	1.60
Lafayette	1.70
Walnut Creek	1.80
Pleasant Hill	1.85
Concord	1.95
Balboa Park	.60
Daly City	1.10

BART FARES TO AND FROM END-OF-LINE STATIONS:

Fremont to Daly City	\$2.15	Fremont to Richmond	\$1.65
Richmond to Daly City	\$1.70	Concord to Daly City	\$2.05

# NEWS RELEASE

BART

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy  
Department Manager  
Public Affairs

August 26, 1982

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(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART'S NEW "C" CAR FUNDING

BART today was notified by the federal Urban Mass Transportation Administration that it has approved multi-year funding for the purchase of 90 of the transit system's planned 150 new "C" cars.

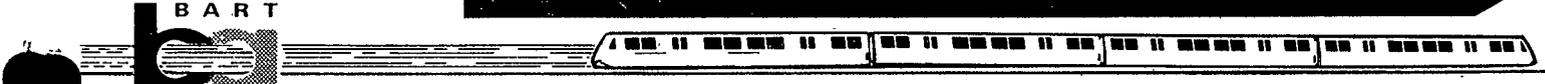
The multi-year project approval recognizes the need to award a contract for the maximum volume needed and thus achieving the most cost effective and efficient procurement possible. It makes the multi-year project approval subject to congressional appropriations on a year to year basis.

BART is expected to award a contract for the purchase of the new cars in October. The transit district plans to finance the remaining cost of the 150-car order primarily through the sale of tax free revenue bonds, and BART's capital reserves.

# . # #

# NEWS RELEASE

BART

The BART logo features a stylized 'b' with 'ART' above it, followed by a horizontal line representing a train track. A train is depicted on this track, moving from left to right. The train has a long, rectangular body with several windows and doors. Below the track, the text 'BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100' is printed.

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

August 3 , 1982

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(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART PATRONS TO BE SERENADED AT THREE BART STATIONS

On Wednesday, September 1, BART patrons will be treated to free promotional concerts between 4 p.m. and 6 p.m. at the Civic Center BART Station, the Powell Street BART Station and the Montgomery Street BART Station.

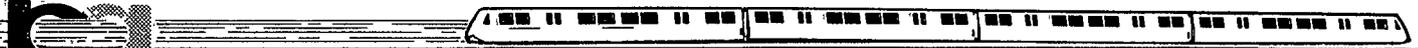
The free concerts on BART are being provided by the San Francisco Concert Orchestra. Two different string quartets will be performing, one at the Civic Center Station, and the other at the Montgomery Street Station, while a jazz trio will be performing at the Powell Street Station.

The free BART concerts will launch the sixth season of the San Francisco Concert Orchestra series with Robert Sayre conducting. The orchestra will perform at the Louise M. Davies Hall. Ticket information is available by calling (415) 431-5400.

# # #

# NEWS RELEASE

BART



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Mike Healy, Department Manager  
Public Affairs

August 31, 1982

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(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## VOTER REGISTRATION FORMS AVAILABLE AT BART STATIONS

Beginning September 1 and through October 4, 1982, BART patrons may obtain a voter registration form from station agents at any BART station. BART riders are reminded that if they are planning to cast their ballots in the November election, they should be registered to vote by October 4, 1982.

The voter registration form available from BART station agents must be mailed within three days after picking it up, and it must be received by the Registrar of Voters, of the county in which they reside, 29 days before the coming election in November.

The mail registration forms are preaddressed and require no postage.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

August 31, 1982

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(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASE

## BART BOARD ADOPTS LOWER PROPERTY TAX RATE FOR 1982/83

BART Board President Eugene Garfinkle of San Francisco today announced that the transit district's board of directors has adopted a reduced property tax rate for the 1982/83 fiscal year to meet general obligation bond debt service costs.

The rate was reduced from 6.97 cents per hundred dollars of assessed property value this past year to 6.28 cents (.0628%) for the current fiscal year.

The BART Board also adopted a lower property tax rate of 2.92 cents (.0292%) per 100 dollars of assessed value for the City of Berkeley, a special service district within the BART district. The new lower property tax rate is to provide the funds necessary to cover the bond debt service cost for general obligation bonds authorized by the Berkeley voters to cover the costs of building the subway through that city. The new BART property tax rate for the City of Berkeley is down from last year's rate of 3.21 cents per 100 dollars of assessed value.

The BART Board adopted its fiscal year 1982/83 budget on August 5, 1982, which includes \$47,250,000 to meet the bond debt service requirement for the district's general obligation bonds, and \$665,000 for the Berkeley general obligation bonds. BART's original general obligation bond commitment was \$792 million, plus \$12 million to cover the bonds needed for the construction of the Berkeley subway. Today, there remains a total of \$665 million in bonds to be retired, which will occur sometime prior to 1999.

SEPTEMBER

1982 NEWS RELEASES

SEPTEMBER

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# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

September 3, 1982

CONTACT: Sandra Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## TAKE BART TO LABOR DAY WEEKEND EVENTS

Bay area people planning trips to some of the many activities happening over the Labor Day weekend will find BART a safe and convenient way to get there.

BART will be operating on its published Saturday schedule on Labor Day, September 6. Trains will operate on all four lines at 20-minute intervals until 6 p.m. After 6 p.m., night service will go into effect, with trains operating at 20-minute intervals on two lines only -- Richmond/Fremont and Concord/Daly City.

On Labor Day BART will run a "Billy Ball Special" train providing direct service from Concord to the Coliseum for the Oakland A's game. The special train will depart Concord BART Station at 11:25 a.m., making stops at stations along the way, and will arrive at the Coliseum BART Station at 12:10 p.m. for the game, which begins at 1 p.m. After the game, a "Billy Ball Special" will depart Coliseum Station to make the return trip to Concord.

Saturday evening, September 4, BART will be lengthening trains on the Richmond/Fremont line in order to accommodate fans attending the "Scorpions" rock concert at the Coliseum Arena.

Music fans going to the Juice Newton/Tom Fogerty concert at Marriott's Great America, can get to the park by riding BART to the Fremont BART Station and transferring to Santa Clara County Transit bus #141.

BART passengers attending evening events are reminded that BART stations close at midnight. For additional transit information 465-BART.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mober, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

September 3, 1982

FOR IMMEDIATE RELEASE

BART EXPRESS BUSES WILL BEGIN OPERATING EVERY HOUR  
BETWEEN BRENTWOOD AND CONCORD BART STATION

Nello Bianco, BART Director of Richmond, today announced that, beginning on Sunday, September 5, 1982, BART Express Bus service on the "P" Lines will be operating every hour. The "P" Lines run between Brentwood and Concord BART Station and will make all stops presently being served.

Bianco said, "I am very pleased to announce that service on the BART Express Bus "P" Lines are now operating every hour beginning Sunday, September 5, 1982."

The "P" Lines are a vital link in BART's service network in the eastern portion of Contra Costa County.

"I wish to commend the President and members of the Eastern Contra Costa Transit Authority and the Mayor and City Council of Brentwood for their cooperation and diligence in bringing about this extensive increase in BART Express Bus service," said Bianco.

Bianco noted that the new "P" Line schedule means 19 trips will be made every week day between Concord BART Station and Brentwood. On Saturdays, 17 trips will be available, and on Sundays 16 trips will be in operation.

The new "P" Lines' schedules and route maps are available at the Concord BART Station from the Express Bus drivers, or by calling BART's Telephone Information Center, 754-BART from the Antioch/Pittsburg area, and 933-BART from the Concord area.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mouber, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

September 3, 1982

FOR IMMEDIATE RELEASENEW BART FARES GO INTO EFFECT ON WEDNESDAY, SEPTEMBER 8, 1982

On Wednesday, September 8, 1982, BART's new fares will go into effect. The new fares represent an increase, on the average, of 18.4 percent. It is the second time BART has raised its fares in the past seven years.

Under the new fare structure, the longest trip on BART (Fremont to Daly City) will cost \$2.15 instead of the present \$1.75. A trip from Concord to downtown San Francisco will cost \$1.95, an increase of 30 cents over the existing fare.

The minimum BART fare will go up 10 cents (from 50 cents to 60 cents).

BART's "Excursion Fare" will cost two dollars instead of the present one dollar fare. The excursion fare allows persons to ride the entire system for the set fare, so long as they enter and exit at the same station.

BART Express Bus fares will cost 60 cents -- an increase of ten cents -- for a one-zone trip. Two-zone trips will cost 90 cents under the new fare schedule. The first zone is free when transferring from BART.

The 90 percent discount BART tickets and Express Bus fares for senior citizens, children ages five through 12 and handicapped with Bay Region Transit Discount cards will remain the same.

Beginning September 13, 1982, BART riders can purchase a \$21 BART ticket for \$20. These high-value tickets will be available only at banks and savings and loan institutions.

The fare increase was necessitated by rising operating costs and to help carry out BART's capital improvement program to increase passenger capacity and further improve system performance. Of immediate importance is the acquisition of BART's new "C" cars, which is a key element in the capital improvement program.

Printed fare schedules will be available at all BART stations on Tuesday, September 7, 1982.



# Fares — Effective Sept. 8, 1982

Daly City	1.00	1.00	1.00	1.10	1.10	1.10	1.10	1.45	2.05	1.95	1.90	1.80	1.70	1.55	1.70	1.65	1.60	1.55	1.55	1.55	1.50	1.50	1.50	1.50	1.55	1.60	1.70	1.75	1.85	1.90	2.05	2.15	
Balboa Park	0.60	0.60	0.60	0.60	0.60	0.60	0.60	1.35	2.05	1.90	1.90	1.80	1.65	1.50	1.70	1.65	1.60	1.55	1.50	1.50	1.45	1.45	1.45	1.45	1.50	1.60	1.65	1.75	1.80	1.90	2.05	2.15	
Glen Park	0.60	0.60	0.60	0.60	0.60	0.60	0.60	1.30	2.00	1.90	1.85	1.75	1.65	1.50	1.65	1.60	1.55	1.50	1.50	1.50	1.45	1.40	1.40	1.40	1.50	1.55	1.65	1.70	1.80	1.85	2.00	2.10	
24th St. Mission	0.60	0.60	0.60	0.60	0.60	0.60	0.60	1.20	2.00	1.85	1.80	1.70	1.60	1.45	1.65	1.55	1.55	1.50	1.45	1.45	1.35	1.30	1.30	1.30	1.45	1.50	1.60	1.65	1.75	1.85	2.00	2.05	
16th St. Mission	0.60	0.60	0.60	0.60	0.60	0.60	0.60	1.20	1.95	1.85	1.80	1.70	1.60	1.40	1.60	1.55	1.50	1.45	1.45	1.40	1.35	1.25	1.25	1.25	1.40	1.50	1.60	1.65	1.75	1.80	1.95	2.05	
Civic Center	0.60	0.60	0.60	0.60	0.60	0.60	0.60	1.10	1.95	1.85	1.80	1.70	1.60	1.35	1.60	1.55	1.50	1.45	1.40	1.35	1.25	1.20	1.20	1.20	1.35	1.45	1.60	1.65	1.70	1.80	1.95	2.05	
Powell	0.60	0.60	0.60	0.60	0.60	0.60	0.60	1.10	1.95	1.85	1.80	1.70	1.60	1.35	1.60	1.55	1.50	1.45	1.40	1.35	1.25	1.20	1.20	1.20	1.35	1.45	1.60	1.65	1.70	1.80	1.95	2.05	
Montgomery	1.10	1.95	1.85	1.80	1.70	1.60	1.35	1.60	1.55	1.50	1.45	1.40	1.35	1.25	1.20	1.20	1.20	1.20	1.35	1.45	1.60	1.65	1.70	1.80	1.95	2.05	2.05	2.05	2.05	2.05	2.05	2.05	
Embarcadero	1.40	1.30	1.25	1.15	0.90	0.60	1.05	0.95	0.85	0.70	0.65	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.75	0.90	1.05	1.20	1.25	1.40	1.50
Oakland West	0.60	0.60	0.60	0.60	0.60	0.60	1.35	1.55	1.50	1.45	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.45	1.55	1.60	1.70	1.75	1.90	2.00
Concord	0.60	0.60	0.60	0.60	0.60	0.60	1.20	1.40	1.35	1.30	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.30	1.30	1.30	1.35	1.45	1.50	1.55	1.65	1.80	1.90	
Pleasant Hill	0.60	0.60	0.60	0.60	0.60	0.60	1.10	1.40	1.30	1.30	1.25	1.20	1.20	1.10	1.10	1.00	0.90	0.85	0.80	0.60	0.85	0.85	0.85	0.85	0.95	1.05	1.15	1.20	1.30	1.45	1.50	1.65	1.75
Walnut Creek	0.60	1.15	1.10	1.00	0.90	0.85	0.80	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.65	0.75	0.95	1.05	1.15	1.25	1.30	1.40	1.55	1.65	
Lafayette	0.95	0.80	0.70	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.65	0.75	0.95	1.10	1.20	1.25	1.40	1.50		
Orinda	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Rockridge	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Richmond	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
El Cerrito Del Norte	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
El Cerrito Plaza	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
North Berkeley	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Berkeley	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Ashby	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
MacArthur	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
19th St. Oakland	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Oak City Ctr. 12th St.	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Lake Merritt	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Fruitvale	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Coliseum	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
San Leandro	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Bay Fair	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Hayward	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
South Hayward	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Union City	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	
Fremont	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	

*Start with Y-1982*

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

September 8, 1982

CONTACT: Sy Mober, Manager  
Public Information

FOR IMMEDIATE RELEASE

## BART INVITES THE PUBLIC TO ITS 10TH BIRTHDAY CELEBRATION

"It's gonna be a great day," . . . as the song goes, as BART holds a gigantic birthday party in celebration of its 10th anniversary of service this Monday, September 13, beginning at 9 a.m. on the plaza green, located on the street level behind the district's Administration Building, 800 Madison Street, Oakland, CA, directly above the Lake Merritt BART Station.

BART Board President Eugene Garfinkle of San Francisco issued an invitation to everyone to come and join with the Board of Directors and BART employees in celebration of BART's first 10 years of operation, and said, "I hope everyone will be our guests at this wonderful celebration. We have come a long way since the first BART trains began operating between MacArthur BART Station and Fremont Station on September 11, 1972. BART has now become the standard against which many of the rail systems around the world are measured today."

Starting at 9 a.m. on Monday, a photo display depicting the history of BART's construction years will be open for public viewing. At about 10 a.m. there will be entertainment and music provided by Mariotts' dixieland band out on the plaza green by the flag poles next to BART headquarters. Then, at 11 a.m., the official ceremony marking the first decade of BART service will begin, with various introductions and remarks and ending with a cake-cutting ceremony. The cake will be in the shape of two trains making the number 10. From 12 noon on through the afternoon, BART will be holding an open house with tours of Central Control and a movie in the board room about the construction and concept of the system.

2-2-2-2 BART INVITES THE PUBLIC TO ITS 10TH BIRTHDAY CELEBRATION

Many local, state and national dignitaries are expected to be present at BART's birthday party Monday. Garfinkle announced that entertainment planned for the party will include the baby elephant show from the Oakland Zoo and music by Mal Sharpe's jazz band. Garfinkle noted that the Sharpe music group will be appearing at various BART stations as well as riding the trains and serenading BART passengers before arriving at the birthday celebration.

Joining in BART's 10th anniversary are the famous Warner Bros. cartoon characters from Marriott's Great America park in Santa Clara. BART patrons will be commuting with Bugs Bunny, the Tasmanian Devil, Daffy Duck and Porky Pig for the rest of this week, as one or more of these "personalities" will be making appearances at various stations during the afternoon commute hours, distributing a special "Ten Years, Cheers!" celebration announcements.

Special commemorative BART tickets have been placed in station ticket vending machines around the system.

Also, as part of pre-celebration activities, BART patrons using the Rockridge BART Station were serenaded by St. John's Junior Choir on Wednesday, September 8, 1982.

As BART patrons travel on the system during the week preceding the celebration on September 13, they will be hearing pre-recorded birthday greetings from many bay area mayors, including San Francisco's Mayor Feinstein and Oakland Mayor Lionel Wilson, "Mr. San Francisco" Cyril Magnin, Melvin Belli, and others.

Garfinkle said, "I know I speak for all BART board members, both present and past, and all of the BART employees, when I say we are very proud to have the privilege to serve the millions of BART patrons who have been and are now using BART. Further, we of BART want the owners of BART, the residents and taxpayers of the three BART counties, to know we will continue to maintain, operate, improve and expand this wonderful system."

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

September 8, 1982

CONTACT: Sy Houbert, Manager  
Public Information

FOR IMMEDIATE RELEASE

## "BART - THE FIRST DECADE"

On a bright sunny Monday morning, September 11, 1972, Mrs. Gertrude Guild of Oakland put her ticket into a BART fare gate and entered the Lake Merritt Station, becoming the brand new transit system's very first paying customer.

There were nine trains being operated between Fremont and MacArthur Stations in North Oakland, serving 12 stations. By the end of the first day, nearly 12,000 people had taken their first ride on the system.

That first day was the culmination of a history that officially goes back to an Army Corps of Engineers study in 1947, which recommended a transbay tube be constructed to supplement an already crowded bay bridge. However, interest in such a venture can actually be traced back to October 1920. At that time, bay area newspapers were reporting a spectacular plan proposed by General George W. Goethals, the man who built the Panama Canal. In order to solve mounting transportation problems, General Goethals proposed a transbay tube be built connecting the east and west bay. Interestingly enough, his plan called for a route alignment almost exactly like the one adopted 42 years later by BART engineers. This, of course, was long before the bay bridge was built.

It was not until 1957, following years of study, that the State Legislature created the Bay Area Rapid Transit District to build and operate a rail system. And in 1962, the residents of the three BART counties--Alameda, Contra Costa, and San Francisco--voted to tax themselves to finance the construction of the 75-mile project. The project included 71.5 miles of BART lines and 4.5 miles of line for the San Francisco Municipal Railway.

2-2-2-2 "BART - THE FIRST DECADE"

Construction began in 1964 with President Lyndon Johnson presiding over the ground-breaking in Contra Costa County. Final plans called for approximately 19 miles of subway and tunnel; 23 miles of aerial; and 25 miles of surface or at grade construction; and four miles of transbay tube, including the approachways.

Following on the heels of that first Fremont/MacArthur segment opening, the Richmond line opened in January 1973; the Concord line in May 1973; and the San Francisco line in November 1973. It was not until September 16, 1974, that BART was able to begin transbay service, thus linking up the full 71.5 mile system. Service was provided from 6 a.m. to 8 p.m., Monday through Friday only, over three routes--Concord/Daly City, Fremont/Daly City and Richmond/Fremont. Trains operated about 12-15 minutes apart.

The early years were rocky ones for the fledgling system. BART's attempt to make a quantum leap in the use of space age technology for this, the newest system to be built in the United States in over 60 years, resulted in severe reliability problems. Also, under a California Public Utilities Commission order, trains could not operate closer than one station apart. The system was revolutionary in nature in the sense that it did not evolve slowly, bit by bit over many years as had been the case with the much older systems around the country and the world. BART, on the other hand, was a giant package overlayed onto the bay area's topography all at one time.

BART engineers set to work to refine, modify and generally fix the various problems that surfaced during those first years of service. Success was slow at first, but eventually sure, ultimately resulting in the lifting of earlier constraints and BART being able to put more trains into service in the summer of 1980 and opening a fourth line--direct service between Richmond and San Francisco/Daly City. Trains could now be operated as little as 3.75 minutes apart. And service over the past two years has seen a major improvement with on-time performance around 94 percent (within five minutes of computer schedule). Unscheduled train removals decreased by about 59 percent

since 1976. Today, BART completes about 99 percent of its scheduled runs. The system makes about 485 train dispatches on the average weekday.

Over the years, BART also began to increase its levels of service. In January 1976 the hours were extended from 8 p.m. to midnight, and in May 1976, the Embarcadero Station, the last and 34th station on the system, was opened. This station was not part of the original plan. However, burgeoning development at the foot of Market Street made it clear in the mid 1960's that an Embarcadero Station was a must to serve the travel needs from that area. Saturday service began in January 1978 and Sunday service in July 1978.

Ridership has also grown over the years. Since 1975, average daily ridership has increased by about 60 percent, or from 120,000 a day to the current 190,000 a day, about 56,000,000 annually. The make-up of the BART rider appears to mirror the general make-up of the three BART county population, according to passenger profile surveys done by the transit district over the years. While the results for the most recent survey done in May 1982 are not yet completed, the 1980 survey showed that 32.8 percent of BART's ridership was minority and that in general the BART rider tended to have a higher income and be more educated than the general population of the bay area. Also, the more riders used the system, the more they liked it.

Today, 10 years after that first line opened between Fremont and MacArthur, BART has carried a total of 350,000,000 passengers over 4.5 billion passenger miles. And ridership is expected to reach 250,000 by 1987 and may even hit the 300,000 a day mark by the beginning of the next decade. BART is now preparing for the future with a major capital improvement program that will increase system capacity to meet the growing demand in the years to come. The most immediate priority element of the program is the purchase of 150 new transit cars. BART expects to award a contract for the new cars in October 1982. In September the transit district plans to sell \$65 million

4-4-4-4 "BART - THE FIRST DECADE"

in revenue bonds to help pay for the cars. The remaining cost is expected to be funded from federal assistance grants from the Urban Mass Transportation Administration, and a variety of local sources, including some BART reserves. The total cost of the new cars will be about \$280 million. Other elements of the improvement program include a new computer, a turnback facility and storage yard at Daly City, and completion of the third track through downtown Oakland.

BART hopes to have all of the elements of its improvement program completed by 1987.

# # #

*ten years*



*cheers!*

B A Y A R E A R A P I D T R A N S I T 

**— BART'S TENTH ANNIVERSARY —**

**MONDAY, SEPTEMBER 13, 1982**

**PLAZA  
BART'S ADMINISTRATION BLDG.\***

**PROGRAM OF EVENTS**

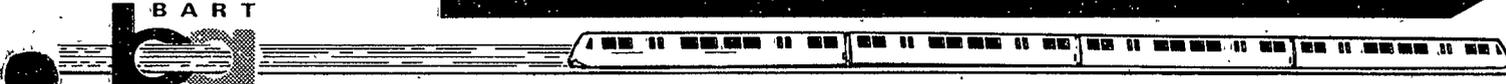
- |                         |  |
|-------------------------|--|
| 9:00 a.m. – 5:00 p.m.   | Visit historic through present photographic exhibit and poster contest display. See BART's Going Places Exhibit and Video Show, BART Administration Bldg., lobby.  |
| 10:15 a.m. – 11:00 a.m. | Oakland Zoo celebrates BART's birthday with the Baby Elephant Show.  |
| 11:00 a.m. – 12:00 noon | <p>Birthday Ceremony</p> <ul style="list-style-type: none"> <li>* Recognition of officials and dignitaries</li> <li>* Presentation of winner of 10th Anniversary Poster Contest—Lithograph reproductions will be for sale</li> <li>* Presentation of winners of BART's Birthday Bicycle Contest</li> <li>* Entertainment</li> <li>* Refreshments and cake cutting (see a cake shaped like a BART train)</li> </ul> |
| 12:00 noon – 3:00 p.m.  | Free public tour starting every hour on the hour. Assemble in lobby of the Administration Bldg. and see movie and visit BART's Central Control. Receive a special commemorative button – while they last.  |

\*Located: 800 Madison Street, Oakland, California, on Plaza Green directly above the Lake Merrit Station.

Y-195

# NEWS RELEASE

BART

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert, Manager  
Public Information

September 8, 1982

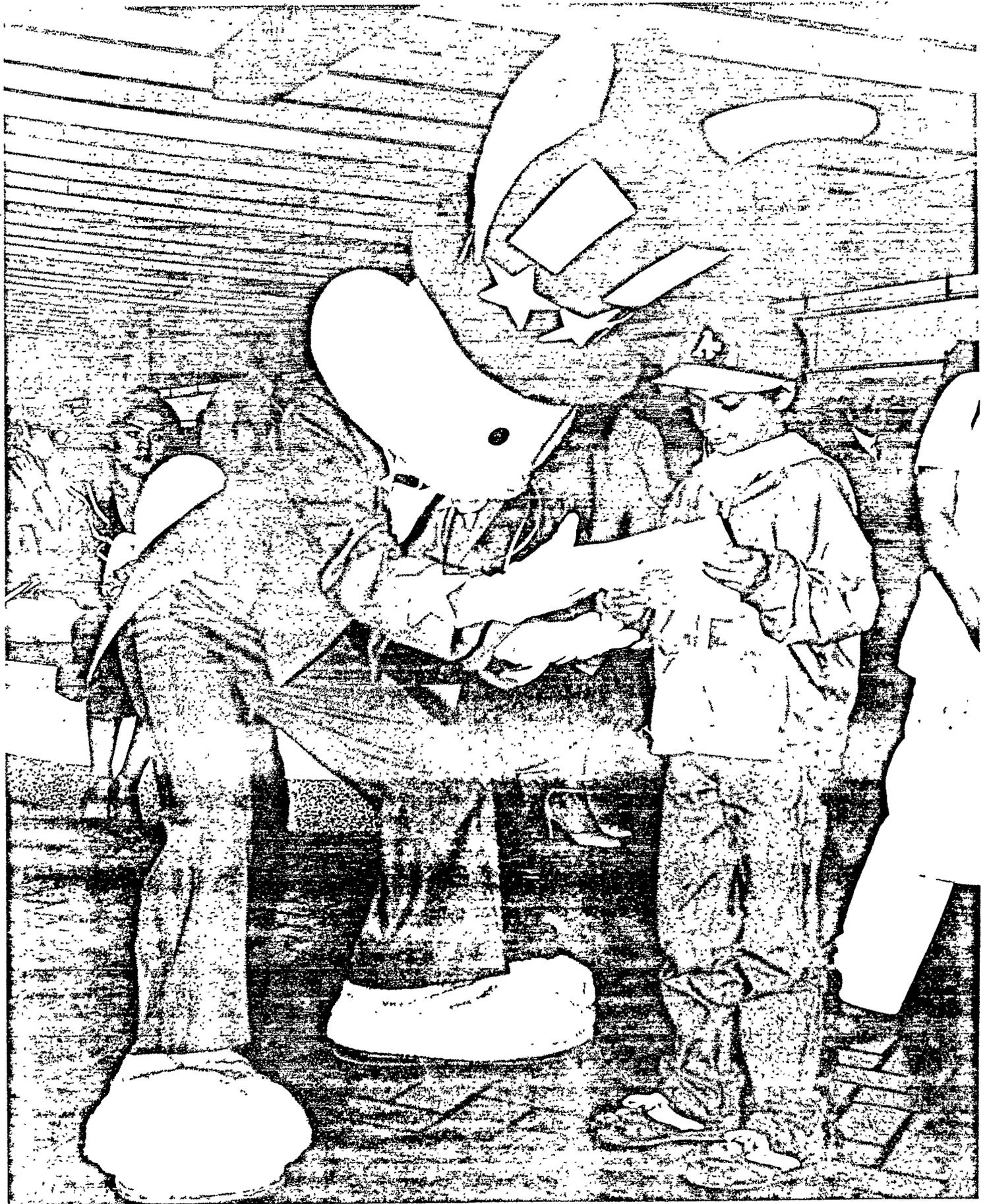
FOR IMMEDIATE RELEASE

## PIX CAPTION

"Hi there!," greets Bugs Bunny, as he met Andy Orozco, 10 years old of Richmond in the Powell Street BART Station, and handed him a program of events for BART's 10th anniversary celebration. Bugs Bunny was touring the system as part of BART's 10th anniversary celebration activities.

BART will hold its 10th anniversary celebration on Monday, September 13, at the system's administration building which is located above the Lake Merritt BART Station in downtown Oakland. Bugs Bunny, Daffy Duck, the Tasmanian Devil and Sylvester the Cat will be part of the September 13 celebration program.

# # #



# NEWS RELEASE

1982

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober, Manager  
Public Information

September 8, 1982

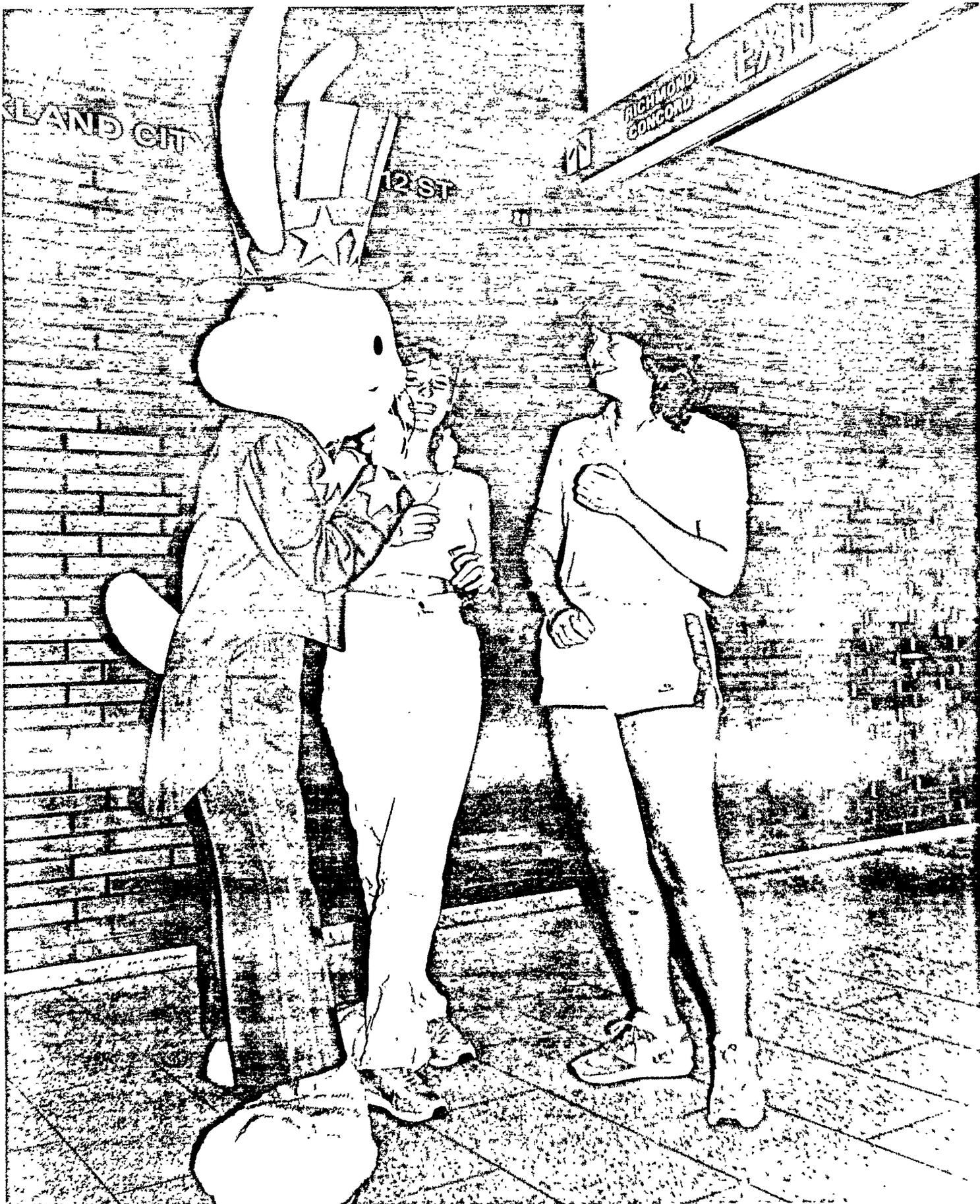
FOR IMMEDIATE RELEASE

PIX CAPTION

"It is really Bugs Bunny," said Sonja Yates, (C), and Katie Muhly, both of Alameda, when they met the famous Marriott's Great America cartoon character when he toured BART as part of the system's 10th anniversary pre-celebration activities.

BART will hold its 10th anniversary celebration on Monday, September 13, at the system's administration building which is located above the Lake Merritt BART Station in downtown Oakland. Bugs Bunny, Daffy Duck, the Tasmanian Devil and Sylvester the Cat will be part of the September 13 celebration program.

# # #



Y-197

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert, Manager  
Public Information

September 8, 1982

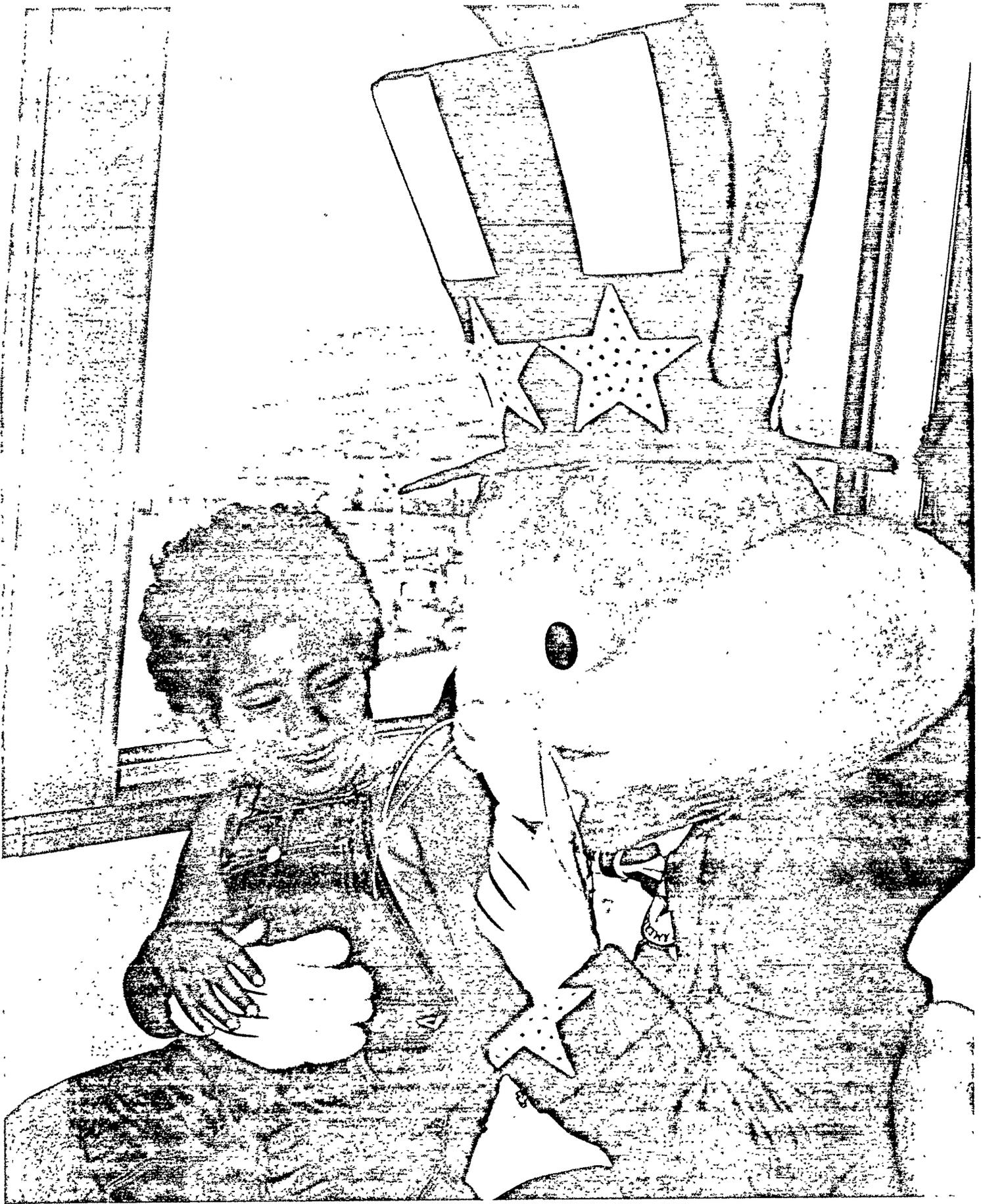
FOR IMMEDIATE RELEASE

PIX CAPTION

Bugs Bunny greets Remizio Flood, 5 years old, of San Francisco, when the famous cartoon character was riding the trains during BART's 10th anniversary pre-celebration activities.

BART will hold its 10th anniversary celebration on Monday, September 13, at the system's administration building which is located above the Lake Merritt BART Station in downtown Oakland. Bugs Bunny, Daffy Duck, the Tasmanian Devil and Sylvester the Cat will be part of the September 13 celebration program.

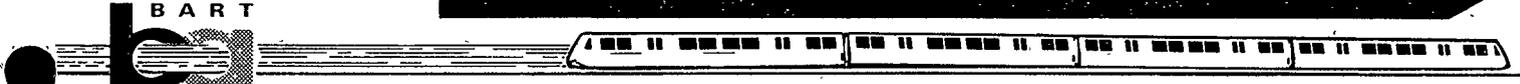
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Y-198

BART

# NEWS RELEASE

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

September 8, 1982

CONTACT: Sy Moubert, Manager  
Public Information

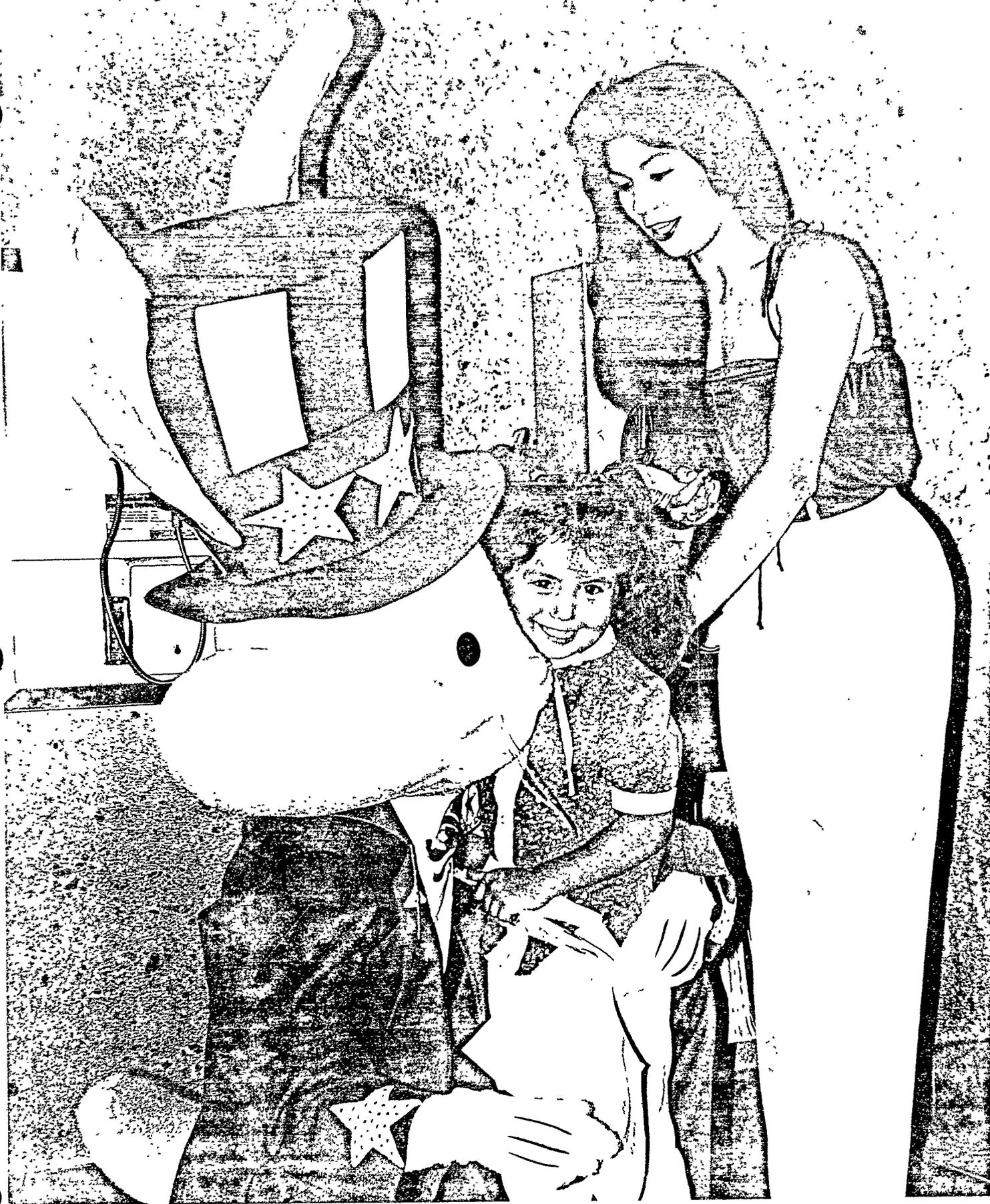
FOR IMMEDIATE RELEASE

PIX CAPTION

Bugs Bunny greets Ester Lopez, 4 years old, and her mother, Becky Lopez, of Fremont, where the famous Marriotts' Great America cartoon character visited the Hayward BART Station while touring the system, as part of BART's 10th anniversary pre-celebration activities.

BART will hold its 10th anniversary celebration on Monday, September 13, at the system's administration building which is located above the Lake Merritt BART Station in downtown Oakland. Bugs Bunny, Daffy Duck, the Tasmanian Devil and Sylvester the Cat will be part of the September 13 celebration program.

# # #



# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

September 10, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEPRIZES IN BART'S 10TH ANNIVERSARY CONTEST TO BE AWARDED AT MONDAY'S CEREMONY

Winners in BART's 10th Anniversary celebration contests, will receive their prizes during the system's birthday party to be held on Monday, September 13, beginning at 10 a.m. on the street level plaza green behind BART's Administration Building, located above the Lake Merritt BART Station in Oakland. The contests selected a BART birthday poster, awarded a bicycle to a boy and girl born in 1972 (the year BART started service), chose a birthday theme and determined the best birthday decorations in station agents' booths at BART stations.

BART's birthday poster contest drew more than 50 entries from professional graphic and commercial artists, in addition to a number of entries from non-professional artists. First prize winner was a poster designed and submitted by Shelly Schreiber, a free-lance artist of San Francisco, who learned of the contest from a message she saw on the electronic train destination sign in the BART stations she usually uses. This prompted her to pick up a poster contest entry form.

Ms. Schreiber, who is a native of England, won an eight-day Hawaiian trip for two, which was donated by TDI/Winston Network, Inc.. The second prize, a \$200 certificate for food and lodging at the MGM Grand Hotel in Reno, was won by Alan Wheeler of Danville. This prize was donated by radio station KNEW.

Winners in BART's Birthday Bicycle Contest, Toinette Vincent of Oakland and Bradley Adams of Clayton, will receive their prize, a Sear's 10-speed bicycle, at BART's birthday celebration. The contest to select BART's birthday children was open to any child born in 1972 who was born in or presently resides in any of the three BART counties. Contest flyers were distributed in all BART stations and the

Y-199 "Winners in BART's 10th Anniversary Contests are Announced"

winners were selected on Tuesday, September 7, 1982. More than 850 entries were received for the birthday bicycle celebration contest.

Donna Loughran, a BART station agent whose theme, "Ten Years, Cheers," was the winner in the BART Birthday Theme Contest held among BART employees. Her prize was a 35mm camera, donated by radio station KSF0. Loughran's theme was then used as the message for a poster which has been on display in all BART stations.

Many BART station agents have decorated BART stations commemorating the system's tenth anniversary, using the winning birthday theme as the primary element of these decorations. First place winner was Fremont Station; Union City was the second place winners; and third place was taken by Concord Station.

Special commemorative BART tickets have been placed in station ticket vending machines around the system. Litho prints of the winning birthday poster will be available for \$2 per print at the ceremonies. Free anniversary buttons will be distributed to all those who attend, so long as they last.

BART President Eugene Garfinkle and the BART Board of Directors have extended an invitation to the public to come and join in the September 13 celebration of BART's first decade of service.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

September 10, 1982

CONTACT: Sy Mober, Manager  
Public Information

FOR IMMEDIATE RELEASE

ADVISORY: BART CELEBRATES FIRST DECADE OF SERVICE

Here's the program of events and activities for BART's first decade of service celebration party:

DATE: Monday, September 13, 1982

TIME: 9 a.m. to 5 p.m. - (for times of specific events see below)

LOCATION: Street Level Plaza Green, BART ADMINISTRATION BUILDING  
(above the Lake Merritt Station)  
800 Madison St., Oakland, California

Master of Ceremonies: FRED LACOSSE, local TV personality

9:00 a.m. Displays available for public viewing --

- BART's "Going Places" traveling exhibit
- Historical photo displays

10:15 a.m. Welcome and outline of days events - LaCosse

- Announce entertainment

. Petting animals from the Oakland Zoo.

. Marriott's Great America Dixieland Band

. Mal Sharpe's jazz band

. Marriott's Great America cartoon characters will perform --  
(Bugs Bunny; Porky Pig; Wiley E. Coyote; Daffy Duck; Sylvester the Cat)

11:00 a.m. Official Birthday Ceremonies

. Introduction of BART President Eugene Garfinkle, of San Francisco - MC  
(President Garfinkle takes over to introduce the following):

2-2-2-2

BART CELEBRATES FIRST DECADE OF SERVICE (ADVISORY)

- BART Board of Directors
- Key BART staff
- Former members of the BART Board present
- \* - Senator John Foran and Assemblyman Gilbert Marguth
- \* - Quentin Kopp, President of the S.F. Board of Supervisors.
- \* - Representative of the Alameda County Board of Supervisors
- \* - Representative of the Contra Costa County Board of Supervisors
- Peter Oswald, representing Governor Jerry Brown
- Charles A. Gargano, Deputy Administration of the Urban Mass Transportation Administration (UMTA), representing the UMTA Administrator and Drew Lewis, Secretary of the U.S. Department of Transportation.

(Note: It is expected that many of the Bay Area mayor's and other city and county officials will be present and will be recognized by Pres. Garfinkle)

\* These individuals will be representing resolutions commemorating BART's first decade of service.

- Introduction of BART's special guest -- Donald O'Connor, star of stage, motion pictures and TV.

(Mr. O'Connor will assist President Garfinkle in presenting BART prizes in BART's anniversary contests):

- Shelley Schreiber - First Prize Winner in BART's Birthday Poster Contest.
- Toinette Vincent, Oakland, and Bradley Adams, Clayton -  
. Winners of BART's Birthday Bicycle Contest.
- Donna Loughran, BART Station Agent, whose theme, "Ten Years, Cheers!" won the BART employees' anniversary theme contest.

12:00 noon Cake cutting ceremony announcement - MC

- . A 92-pound cake in the shape of BART trains modeled into the number "10" will be served to those present.

BANDS WILL PLAY "HAPPY BIRTHDAY TO BART" -- Everyone joins in!

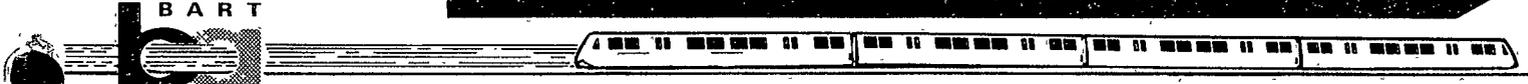
12:00 to 5:00 p.m. (following cake cutting ceremony)

- Guided public tours of BART
  - . Showings of a 28-minute film in the BART Board Room
  - . Tours of BART Central Control

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

September 13, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART DISCOUNT TICKETS AVAILABLE BY THE END OF THE WEEK

BART, today, urges those persons planning to purchase the new five percent discount ticket to check by telephone first as to when these new tickets will be available from the bank or savings and loan institution where they normally purchase their high-value tickets. The telephone call should be made to the banks or savings institutions, not to BART.

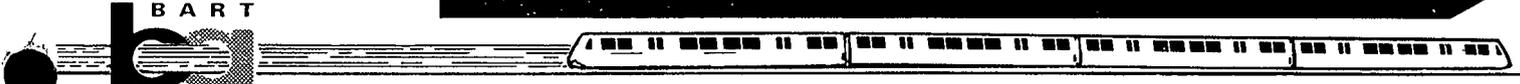
BART announced today that the new discount tickets -- a \$21 BART ticket that sells for \$20 -- were distributed to the banks on September 3, 1982 and were scheduled to go on sale today, September 13, as part of BART's 10th anniversary celebration.

A check of many of the financial institutions where the tickets are normally sold indicates that the new discount tickets will be on sale by the end of this week.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

September 16, 1982

FOR IMMEDIATE RELEASE

## BART BONDS ARE SOLD

OAKLAND, CA....Eugene Garfinkle, President of the Bay Area Rapid Transit (BART) District Board of Directors today announced the sale by the district of \$65 million in revenue bonds.

Garfinkle said BART received bids from three major underwriter syndicates with the successful or highest bid being submitted by Salomon Brothers Inc. & Associates, a national firm based in New York, with offices in San Francisco.

He said he was very pleased to report that the accepted bid called for an effective interest rate to the district of 10.19 percent, which in effect will save BART about \$30 million against what was projected over the 26-year life of the bond issue, or about \$1.2 million annually.

The \$65 million, less a \$2 million discount, will be used to help pay for 60 of the 150 new transit cars BART plans to purchase. The transit district expects to award a contract for the 150 new cars in October. Federal assistance grants from the Urban Mass Transportation Administration are expected to fund 80 percent of the remaining 90 cars over the next five years. BART reserves and other local funds will make up the balance of the funding.

Garfinkle noted that the new cars represent the cornerstone of the transit district's capital improvement program to increase passenger capacity to nearly double what it is today. Other elements include a new central computer which will allow 75 trains to be operated at one time instead of the current maximum of 49 trains, a turnback facility at Daly City, and completion of the third track through downtown Oakland, which is now under construction.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

September 21, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART BOARD MEETING FOR THURSDAY, SEPTEMBER 23, 1982 - CANCELLED

BART President Eugene Garfinkle today announced that the next regular meeting of the BART Board of Directors, which was scheduled for Thursday, September 23, 1982, has been cancelled.

Standing Committees of the BART Board will meet as follows: Public Information and Legislation Committee, September 28; Administration Committee, September 30 and the Engineering and Operations Committee, October 5.

The next regular meeting of the BART Board of Directors will be held on Thursday, October 7, 1982.

The meetings of BART Board of Directors are held in the Board Room in Lake Merritt Administration Building, 800 Madison Street, Oakland, which is located directly above the Lake Merritt Station in Oakland. Meetings are open to the public and usually start at 9 a.m.

# # #

# NEWS RELEASE



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

September 23, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART TO THE LAST THREE OAKLAND A's 1982 HOME GAMES AND OTHER EVENTS THIS WEEKEND

BART will be the easiest and least expensive way to get to the last three Oakland A's games at the Coliseum, to the Johnny Mathis Concert at the Concord Pavilion and to Marriott's Great America Amusement Park.

BART's "Billy Ball Special" direct trains will be operating on Friday and Saturday, from the Concord BART Station and on Sunday, the special direct trains will operate from both Concord Station and the Daly City BART Station.

On Friday, September 24, the "Billy Ball Special" will depart the Concord Station at 6 p.m. and will arrive at the Coliseum BART Station at 6:45 p.m., for the game with the Kansas City Royals which begins at 7:30 p.m. Then on Saturday, September 25 and Sunday, September 26, the "Billy Ball Special" will depart the Concord Station at 11 a.m. and will arrive at the Coliseum Station at 12:05 p.m. for the games which begins at 1 p.m. Also, Sunday, September 26, a "Billy Ball Special" will depart the Daly City BART Station at 11:35 a.m. and will operate directly to the Coliseum Station where it will arrive at 12:14 p.m.

Those BART patrons riding the "Billy Ball Special" need not make a transfer in downtown Oakland. A's fans coming from San Francisco and Richmond on Saturday should board a Fremont bound train for direct service to the game. Fans boarding at the Fremont Station and stations to the north, on Friday and Saturday, can take a Richmond or San Francisco bound trains for service directly to the Coliseum Station; then on Sunday, they can take a Richmond train to the game.

( MORE )

2-2-2-2- BART TO THE LAST THREE OAKLAND A's 1982 HOME GAMES AND OTHER EVENTS THIS WEEKEND

Special extra trains will be standing by to carry BART patrons home after the game. Those using BART are encouraged to purchase round trip tickets and avoid waiting in line to purchase tickets after the game.

The Coliseum Stadium is just a short walk from the Coliseum BART Station, via an aerial bridge connecting the two facilities. An elevator to the bridge makes it accessible to persons with mobility impairments. Information about the "Billy Ball Special" train schedules is available at all BART stations.

Johnny Mathis fans planning to attend his concert at the Concord Pavilion on Friday and Saturday, should take BART to the Concord Station, where they can catch a special shuttle bus operated by the Central Contra Costa County Transit Authority. The buses are marked "Concord Pavilion" and will operate every 30 minutes, beginning at 6 p.m. to the pavilion and will make return trips starting at 11 p.m. every 30 minutes back to the Concord Station.

Mariott's Great American Amusement Park will be in full swing this weekend, offering great stage shows and outstanding rides for a marvelous time for the entire family. Mariott's Great America is served by BART through a connection with the Santa Clara County Transit at the Fremont BART Station on bus lines #20 and #141. These buses operate every 30 minutes between the hours of 9 a.m. and 10 p.m.

On Saturday, BART operates on four lines -- Richmond/Fremont, Richmond/Daly City, Concord/Daly City and Fremont/Daly City from 6 a.m. to 6 p.m. and from 6 p.m. to 12 midnight, service is available on only two lines, Richmond/Fremont and Concord/Daly City.

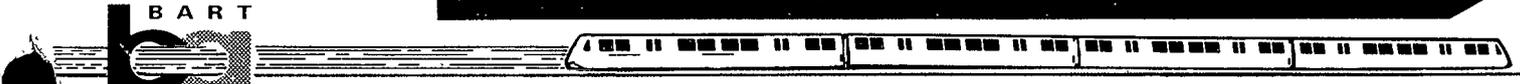
On Sundays, BART service begins at 9 a.m. and ends at 12 midnight, with trains operating only on the Richmond/Fremont and Concord/Daly City lines.

Those planning to BART to any of these weekend activities are encouraged to pick up an "Evening and Weekend Time Schedule" at any BART Station.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

September 24, 1982

CONTACT: Sy Mober, Manager  
Public Information

FOR IMMEDIATE RELEASE

BART/GREYHOUND TO END ON SEPTEMBER 30, 1982

On September 30, 1982, BART will no longer manage the Greyhound bus commuter service between Concord and San Francisco because of anticipated increases in cost of the service, a continuing decline in the number of riders and the shortage of available operating subsidy funds.

Since November, 1978, when the California Public Utilities Commission (CPUC) allowed Greyhound to discontinue its regular service from Concord to San Francisco, due to mounting losses, BART had served as a conduit or "pass through" agency for subsidy funding from the Metropolitan Transportation Commission (MTC), in order to maintain the service. The cost of the service for 1981/82 was estimated to be \$909,000, of which, according to MTC funding requirements, 60 percent was to have been recovered from the fare box. However, the ridership declined to 380 riders per day which meant that fares are paying only about 50 percent of the operating costs.

BART had served as the Greyhound contract management agency and was notified by MTC that ". . . there are no funds which could be allocated by MTC for subsidizing the BART/Greyhound service which would not otherwise be available to either BART or CCCTA for other purposes....".

(MORE)

2-2-2-2

BART/GREYHOUND TO END ON SEPTEMBER 30, 1982

9/24/82

As a result of the passage of Proposition 13, BART lost an average of \$2.5 million dollars annually in property tax funds used to support BART operations. The continuation of the Greyhound contract would have gone up about 10 percent to nearly \$1 million in 1982/83, placing a heavy burden on BART and the CCCTA.

BART's decision to discontinue the Greyhound bus service was made following a series of public hearings and meeting. To have continued the service, an additional increase in fares and a reduction of service would have been required, leading to an even further reduction in the number of riders using the Greyhound service.

According to recent reports, Guiton Charters of Oakland has proposed to start a new commute bus service between Concord and San Francisco on October 1, 1982. Information about this new bus commute service is available by calling (415) 836-1005 and ask for Commuter Service Information. BART has no connection with or schedule information about this service.

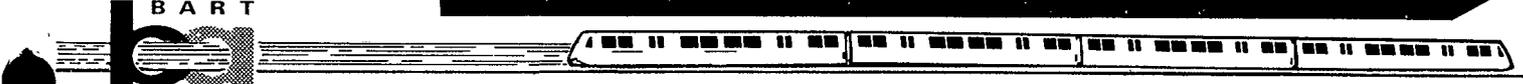
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# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

September 27, 1982

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART TO "FESTIVAL AT THE LAKE"

BART will be the easiest way to get to the "FESTIVAL AT THE LAKE" on Saturday, October 9 and Sunday, October 10.

Oakland's Mayor Lionel J. Wilson and other important guests will begin the Festival at 10:00 a.m. on Saturday with a parade of decorated boats bringing them to Lakeside Park and ceremonies at the Bandstand.

Simply take BART to the Lake Merritt, 19th Street or 12th Street, City Center stations in Oakland. Free AC Transit shuttle buses will be available to take you directly to Fairyland. AC Transit shuttle buses will depart for the Festival from these BART stations every 10 minutes from 10:00 a.m. to 5:00 p.m. on both Saturday and Sunday.

Festival activities include a children's circus with clowns, jugglers, storytellers, and puppets, and a "Parade of Masks: The Many Faces of Oakland", where syndicated Cartoonist Morrie Turner ("Wee Pals") will be Grand Marshal. There will be a yo-yo contest as well as competitions in barbecuing, baking, tortilla and fruit dessert making, wearable arts, cartoons, pumpkin carving, poetry, lawn bowling, jelly belly bean sculpture, balloon tripping, booth decorating, low riders, pitch-hit and run, frisbee, and hot shot basketball. A collection of priceless old posters from the early days of Oakland's City Fair will also be on display.

World-famous and local entertainers scheduled to perform include Pete and Shelia Escovedo, the Black Urban Cowboys, the New Petroleum Symphony, Dr. Blues and Hawkeye,

(MORE)

BART TO "FESTIVAL AT THE LAKE"

Hot Links, the Children's Troupe, the African Music and Dance Ensemble, Queen Ida and the Boone Temps Zydeco Band, the Kick Band, Tatachanga, and Frank Wakefield.

The Alameda County Festival Association, formerly called the "California Spring Garden Show, is now producing "Festival At The Lake". Neighborhoods, non-profit organizations, churches and community groups have been invited to be part of this first annual festival by coming to celebrate their successes and telling the rest of the community about themselves.

On Saturday, BART operates four route service. For those traveling from Richmond, take either a San Francisco or Fremont bound train to the 19th Street or 12th Street City Center station. Trains will depart from Richmond every 10 minutes. If you are traveling on the Fremont/Lake Merritt line, trains will depart every 10 minutes, and you may take either a San Francisco or Richmond bound train and disembark at Lake Merritt station. San Francisco passengers bound for the East-Bay may take either a Richmond, Concord or Fremont train, every 7 minutes, and disembark at 12th Street, 19th Street or Lake Merritt station. Concord passengers may depart every 20 minutes, and disembark at 19th Street or 12th Street City Center station. On Sunday, October 10 all trains will operate at 20 minute intervals.

Detailed passenger information bulletins may be obtained at all BART stations.

Take BART to the "Festival At The Lake and avoid parking and traffic hassles. There will be something for the whole family.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

September 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART - - A TENTH OF A CENTURY!!!!

The BART system recently celebrated its first decade of operation. To mark the occasion the system had a week of activities in its stations with live cartoon characters, from Marriott's Great America Amusement Park, riding trains and entertaining passengers, music, congratulatory messages over the system's public address system from many local notables and all highlighted by posters in the stations reading, "Ten Years Cheers". This was the theme line chosen from over 150 entries submitted by BART employees. The winning entry was authored by Station Agent, Donna Loughran.

It was a great week for BART culminating in a cake-cutting ceremony on Monday, September 13. The 92 pound cake was shaped and decorated to look like a BART train and then molded in the number "10". Over 1000 pounds of cake were distributed to BART employees at shops, offices and stations, so that they could participate in the birthday festivities, as well.

Donald O'Connor, world-famous entertainer, assisted Fred LaCrosse, well known San Francisco television star, who was master of ceremonies, and BART President Eugene Garfinkle in presenting prizes to the winners in several BART birthday contests. The contests, including the employee theme contest, selected a BART birthday poster, awarded a bicycle to a boy and girl born in 1972 (the

(MORE)

2-2-2-2 BART - - A TENTH OF A CENTURY!!!!

year BART revenue service started) and selected the best birthday decorations in station agents' booths at BART stations.

Those attending BART's 10th birthday party were treated to music from two dixieland bands, entertainment, remarks from several local and state dignitaries and officials. State Senator John Foran presented a Joint California Senate and Assembly Resolution recognizing BART's accomplishments and commemorating its first 10 years of service to the people of the San Francisco Bay Area.

BART President Garfinkle brought it all into focus with his remarks about the transit system's consistently excellent service over the past two years and what the future holds. He said, "BART was the first all-new system to be built in this country in some 60 years, a testament to the wisdom and foresight of the people of the Bay Area. When BART began service on September 11, 1972, there were only nine two-car trains operating along the 26-mile stretch between Fremont and MacArthur Station in North Oakland and only 12,000 people a day rode the trains.

"BART today is a success story. There are 43 trains operating during the peak periods and ridership has been averaging about 190,000 a day. On-time performance has remained high -- about 94 percent on the average over the past two years. Ridership has seen a 60 percent increase since 1975, and we have never been healthier financially. Ridership continues to grow and BART will need more capacity to to meet the demand, which could reach 250,000 a day by 1987 and 300,000 a day by the beginning of the next decade.

"We will soon be awarding a contract for 150 new transit cars and making several other major improvements to increase system capacity, and further improve the overall operation of the system.

(MORE)

3-3-3-3

"It should be noted that, since that first Monday of operation back in 1972, BART has carried 350 million passengers, traveling more than 4.5 billion passenger miles, without a patron fatality . . . and that's nothing to sneeze at," Garfinkle concluded before introducing members of the BART Board of Directors and other celebrities attending BART's 10th birthday celebration.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 1, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

Picture Caption No. 1 (File No. 12114-241)

## CUTTING BART 10th ANNIVERSARY CAKE

With a decade of service behind them, BART officials celebrated with a spectacular Happy Birthday cake that was handed out to over 300 spectators and BART employees. Present for the festivities were: (L-R) Keith Bernard, District General Manager; Board Members Margaret Pryor, President Eugene Garfinkle, and John Glenn, actor Donald O'Connor, San Francisco Board of Supervisors President Quentin Kopp, and Board Members Wil Ussery and Art Shartsis.

Supervisor Kopp presented the BART Board with a plaque from the San Francisco Board of Supervisors commemorating the District's tenth anniversary and declaring September, 1982 as "BART Month".

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 1, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

Picture Caption No. 2 (File No. 12114-241)

## BART THEME CONTEST WINNER

The official BART anniversary theme, "Ten Years . . . Cheers!" was introduced to a crowd of well-wishers at the September 13, 1982 Birthday ceremony. (L-R) Fred LaCrosse presided as master of ceremonies at the event which included special guest, actor Donald O'Connor, BART President Eugene Garfinkle and Station Agent Donna Loughran, theme contest winner. Loughran's slogan was selected from over 150 entries submitted by BART employees in the Tenth Anniversary Theme Contest, and won her a 35mm Rolei camera donated by San Francisco Radio Station KSFO.

# # #

OCTOBER

1982 NEWS RELEASES

OCTOBER, 1982

- Y-208 BART TO AUCTION USED DISTRICT VEHICLES
- Y-209 OLIVIA NEWTON-JOHN AT OAKLAND COLISEUM
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- Y-211 BART ENGINEERING AND OPERATIONS COMMITTEE MEETING  
TO BE HELD IN TWO PARTS ON TUESDAY, OCTOBER 5, 1982
- Y-212 BART TO "FESTIVAL AT THE LAKE" (ADVISORY)
- Y-213 BART AWARDS CONTRACT FOR NEW TRANSIT CARS
- ~~Y-214 BART TO MARRIOTT'S GREAT AMERICA GOSPEL EXTRAVAGANZA  
"LIFT EVERY VOICE AND SING"~~
- Y-214 BART TO AUCTION USED VEHICLES (ADVISORY)
- Y-215 JETHRO TULL IN CONCERT AT THE OAKLAND COLISEUM
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- Y-217 BART TO THE GOLDEN STATE WARRIORS v HOUSTON HOME OPENER
- Y-218 EXOTIC-EROTIC HALLOWEEN BALL
- Y-219 BART TO MARRIOTT'S GREAT AMERICA GOSPEL EXTRAVAGANZA --  
"LIFT EVERY VOICE AND SING"
- Y-220 BART DIRECTOR BIANCO SAYS C-CAR CONTRACT WILL MEAN MORE  
JOBS IN THE BAY AREA
- Y-221 BART TO RECEIVE \$65 MILLION CHECK FOR SALES OF REVENUE BONDS  
w/Pix Caption
- Y-222 CORRECTION AND ADVISORY  
BART EXPECTS FEDERAL FUNDS TO COVER <sup>50</sup>~~49~~ PERCENT OF TOTAL C-CAR PROJECT  
CARS
- Y-223 BART DIRECTOR NELLO BIANCO PUSHES FOR CONTRA COSTA COUNTY BART  
ASSEMBLY PLANT SITE (Sent to Contra Costa County papers ONLY in  
Nello Bianco's District)
- Y-224 BART AND THE ICE CAPADES --- TWO WINNERS!
- Y-225 CONSTRUCTION TO START ON BUS STOP CANOPY AT THE FREMONT BART STATION  
CORRECTION/ADVISORY to Y-225 (October 21, 1982)
- Y-226 BART DIRECTOR BIANCO ANNOUNCES LAND AGREEMENT FOR FUTURE BART  
STATION SITE (October 21, 1982)
- Y-227 BART -- LIKE A MAGIC WAND TO MUSIC OR FANTASY
- Y-228 HALLOWEEN CHARACTERS AND CANDY ON BART

Y-208

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 1, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART TO AUCTION USED DISTRICT VEHICLES

On Saturday, October 16, 1982, BART will auction 18 used District vehicles, including vans, motor trucks and sedans. Ross-Dove Company of San Francisco will conduct the auction for BART which will be held at BART's Oakland Shop, 601 E. 8th Street, beginning at 10:00 a.m. Persons interested in bidding should plan to arrive at 9:00 a.m. for a pre-auction inspection of the vehicles.

A 25 percent deposit will be required immediately after the acceptance of a bid. All vehicles must be paid for in full and removed immediately after the auction or not later than 4:00 p.m. on the date of the auction. Deposits and payments must be made in the form of cash, certified check, cashier's check, traveler's check, money order or bank draft -- no personal checks will be accepted.

Al Verduzco of BART's Purchasing Department, noted that the used vehicles include 4 used vans, 9 used motor trucks, and 5 used sedans, and range in years from 1971 to 1977. A comprehensive list of all vehicles to be auctioned will be available prior to the auction or by calling BART at (415) 465-4100, Ext. 473.

BART employees, directors and officers are prohibited from participating in the bidding.

# # #

Y-209

BART

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 1, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE  
(Wire Service Only)

## OLIVIA NEWTON-JOHN AT OAKLAND COLISEUM

BART will be providing extra service, if needed, following the 8:00 p.m. appearance of Olivia Newton-John on Friday, October 1 at the Oakland Coliseum Arena.

Best known for her role in, "Grease", actress/singer, Olivia will be performing her latest hit, "Get Physical".

Coliseum-bound BART riders from San Francisco and Richmond will take a Fremont train and exit at Oakland's Coliseum Station. Concord passengers will take a San Francisco-bound train and transfer at 19th Street or 12th Street City Center Station. Passengers traveling from Fremont may take either a San Francisco or Richmond-bound train, exiting at Coliseum Station.

Detailed evening and weekend schedules are available at all BART stations.

# # #

Y-210

2-2-2-2

Coliseum-bound BART riders from San Francisco and Richmond may take a Fremont-bound train and exit at Oakland's Coliseum Station. Concord passengers may take a San Francisco-bound train and transfer at 19th Street or 12th Street City Center Station. Passengers traveling from Fremont may take either a San Francisco or Richmond train, exiting at Coliseum Station.

Concord-bound weekend BARTers from San Francisco will board a Concord train and exit at Concord Station. Those traveling on the Fremont to Richmond line may take a Richmond-bound train and transfer to a Concord train at 12th Street City Center or 19th Street Station. Travelers from Richmond may take either a San Francisco or Fremont train, transferring to a Concord train at either 19th Street or 12th Street City Center station.

Pavillion goers will be met at BART's Concord Station by Contra Costa Transit Authority shuttle buses and can depart from the Concord BART station every 30 minutes.

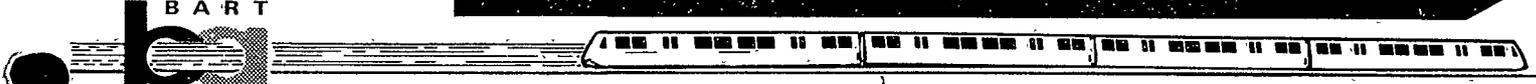
Whatever your entertainment choice over the weekend, BART can get you there. BART operates direct Fremont to Richmond and Concord to Daly City trains on weekend nights.

Detailed travel schedules are available at all BART stations.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 1, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART -- 'OMNITRAIN' TO WEEKEND ENTERTAINMENT

BART will be providing extra service, if needed, following Bay Area appearances of Fleetwood Mac, Bonnie Raitt and Rosanne Cash, Diana Ross, and Kenny Loggins.

Fleetwood Mac's October 3, 8:00 p.m. performance at the Oakland Coliseum will set the 'Omnitrain' into motion. Fleetwood Mac is expected to perform their latest hit, "Hold Me", and other great songs from their album, "Mirage".

Contemporary guitarist, Bonnie Raitt and country singer, Rosanne Cash, will appear at the Concord Pavillion on October 3 at 2:00 p.m. Raitt and Cash will be a way for BARTers to double their Sunday afternoon entertainment pleasure.

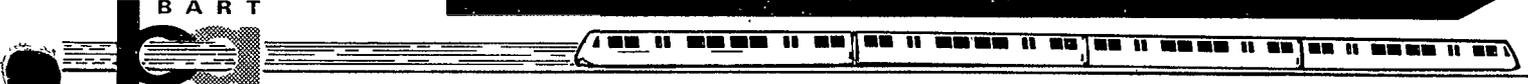
Diana Ross, famous singer and academy award nominee, will be appearing at the Oakland Coliseum on Saturday, October 9, 8:00 p.m. Ms. Ross is expected to sing her hit song, "Work That Body".

"This Is It", Kenny Loggins' first Bay Area appearance in over two years. On October 9 at 8:00 p.m., Loggins will appear at the Concord Pavillion in Michelob's Concert Series and will be performing from his new album entitled, "High Adventure".

( MORE )

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 1, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

ADVISORY

BART ENGINEERING AND OPERATIONS COMMITTEE MEETING  
TO BE HELD IN TWO PARTS ON TUESDAY, OCTOBER 5, 1982

Nello Bianco, BART Director of Richmond, Chairperson of BART's Engineering and Operations Committee announced today that the meeting of his Committee scheduled for October 5 will take place in two separate sessions in the BART Board Room, 800 Madison Street, Oakland, California, directly above the Lake Merritt Station.

At 9:00 a.m., Bianco's Committee will consider five items, including the review of bids received in July for the purchase of 150 of BART's new "C-Cars". This meeting will then adjourn, to reconvene at 7:00 p.m. in order to consider the site for the BART station in Castro Valley, as part of the proposed Pleasanton-Livermore Extension.

# # #

ADVISORY

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

October 6, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART TO "FESTIVAL AT THE LAKE"

BART and AC Transit have teamed up to provide the best way to get to Oakland's "Festival At The Lake" this coming Saturday, October 9 and Sunday, October 10.

On Saturday, BART operates four route service. For those traveling from Richmond, take either a San Francisco or Fremont bound train to the 19th Street or 12th Street City Center Station. Trains will depart from Richmond every 10 minutes. If you are traveling on the Fremont/Lake Merritt line, trains will depart every 10 minutes, and you may take either a San Francisco or Richmond bound train and disembark at Lake Merritt station. San Francisco passengers bound for the East Bay may take either a Richmond, Concord or Fremont train, every 7 minutes, and disembark at 12th Street City Center, 19th Street or Lake Merritt station. Concord passengers may depart every 20 minutes and disembark at 19th Street or 12th Street station. On Sunday, October 10 all trains will operate at 20 minute intervals.

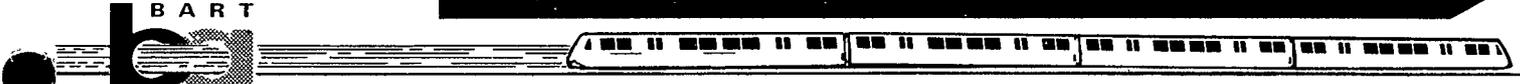
Free AC shuttle buses will be available to take you directly from these BART stations to the Festival At The Lake at Fairyland, and will depart every 10 minutes from 10:00 a.m. to 5:00 p.m.

Detailed passenger information bulletins are available at all BART stations.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 7, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART AWARDS CONTRACT FOR NEW TRANSIT CARS

BART President Eugene Garfinkle of San Francisco today announced the awarding of a \$184 million contract for the purchase of 150 new transit cars.

Garfinkle said the contract has been awarded to Societe Ferrovaire du Valenciennois (SOFERVAL) of France. SOFERVAL is one of the major builders of rail cars in the world.

Garfinkle said, "This is the single largest contract BART will award in the coming decade. It was concluded only after many hours of devoted professional work by the BART staff and extensive review by the BART Board of Directors.

"These new cars are one of the cornerstones of BART's capital improvement program, designed to meet the projected ridership demand of nearly 250,000 by 1987, when we will need to be operating 64 trains during peak commute hours, at 2.5 minutes apart. This is a goal I know we will achieve.

"The SOFERVAL contract, in my opinion, is a very good one, providing BART with the opportunity to save nearly \$21.8 million, by purchasing 150 cars as an initial order, rather than purchase a lesser number with the option to order additional cars at a later time. Under this contract BART will save about \$150,000 per car; or, looking at it another way, we will be getting about 14 extra cars for our money.

( MORE )

Y-213

2-2-2-2

"Further, I am particularly pleased to report that SOFERVAL is planning to do the final assembly work on the new C-Cars here in the Bay Area, which will result in about \$25 million worth of new jobs for the Bay Area", said Garfinkle.

Garfinkle went on the point out that BART, last month, sold \$65 million in revenue bonds, supported by revenues, at a very low interest rate, which would cover the cost of 60 of the new cars.

Funding for the remaining 90 new C-Cars will come from federal capital and local and state funds, plus BART's capital improvement fund, established several years ago. Recently BART received from the U. S. Urban Mass Transportation Administration (UMTA) a memorandum of understanding that federal funds would be made available for the project on a multi-year basis when appropriated by Congress.

BART has already received approval of \$21,078,988 in federal grants which will go toward funding of the project. Four prototype cars are to be delivered in two years under the SOFERVAL contract.

BART's daily ridership has been averaging about 190,000 and it is projected by the transit system's analysts that by 1987 the system could well be carrying over 250,000 passengers a day.

BART is already very close to saturation during peak commute hours and the new cars will help provide the needed capacity in the years to come.

The new C-Car was designed by BART engineers and will be similar in appearance to the present BART cars, but will not have the sloped front of the lead cars. The C-Car will be fully automated and serve as both a lead (A) car and a mid-train (B) car.

( MORE )

3-3-3-3

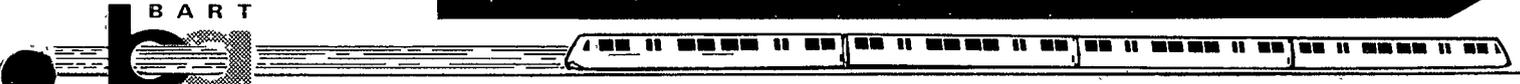
In addition to offering more rider capacity, the new cars will mean greater operating flexibility than is now possible with the current fleet, and will result in a savings of over \$1 million a year in operating costs. With the C-Cars in operation, one long train can be shortened to one or more shorter trains when necessary and this can be accomplished on the mainline rather than having to go into a maintenance yard as this move now requires.

The new C-Car will contain all of the best features and modifications of the current cars, as well as the new fire resistant materials now being installed in the present fleet.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 13, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

ADVISORY

BART TO AUCTION USED VEHICLES

Used BART vehicles will be auctioned on Saturday, October 16, 1982. The auction will be held at BART's Oakland Shop, 601 E. 8th Street, beginning at 10:00 a.m. The vehicles to be auctioned are 4 vans, 9 motor trucks, and 5 sedans, ranging in years from 1971 to 1977.

Persons interested in bidding should plan to arrive at least one hour prior to the auction for a pre-auction inspection of vehicles. A comprehensive list of all vehicles will be available prior to the auction or by calling BART at (415) 465-4100, Ext. 473.

A 25 percent deposit will be required immediately after the acceptance of a bid and all vehicles must be paid for in full and removed at the time of auction or not later than 4:00 p.m. All payments must be made in cash, certified check, cashier's check, traveler's check, money order or bank draft. Personal checks will not be accepted.

BART employees, directors and officers are prohibited from participating in the bidding.

# # #

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

October 14, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## JETHRO TULL IN CONCERT AT THE OAKLAND COLISEUM

BART has made it easy for rock music lovers to enjoy Jethro Tull at the Oakland Coliseum on Tuesday, October 19, 1982, at 8:00 p.m.

Coliseum-bound BARTers from San Francisco and Richmond will take a Fremont train and exit at Coliseum Station. Concord line BARTers must take a San Francisco-bound train, transferring at MacArthur Station or any Station in downtown Oakland.

Jethro Tull is expected to sing their hit song, "Hard Times" and others from the Acqualung album.

Detailed evening schedules are available at your nearest BART Station.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 19, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## DAY ON THE GREEN - A BART TRADITION

BART has become a tradition for Day On The Green travelers. This year's Day On The Green is Saturday, October 23, 1982, beginning at 3:00 p.m., at the Oakland Coliseum.

BARTers will enjoy direct service on the Fremont to Richmond and Daly City to Fremont lines. Concord line passengers will transfer at either MacArthur Station or any downtown Oakland station to a Fremont-bound train.

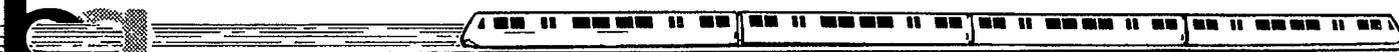
The "Who" will be appearing as part of its American farewell tour. Also scheduled to perform are the Clash and T-Bone Burnett.

BARTers may obtain detailed travel and fare information at all BART stations.

# # #

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

October 26, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART TO THE GOLDEN STATE WARRIORS VS. HOUSTON HOME OPENER

The Coliseum BART Station is just a short walk to the Oakland Coliseum Stadium where you can see the Golden State Warriors in their home opener against the Houston Rockets. Tip off time is 8:00 p.m. on Saturday, October 30, 1982.

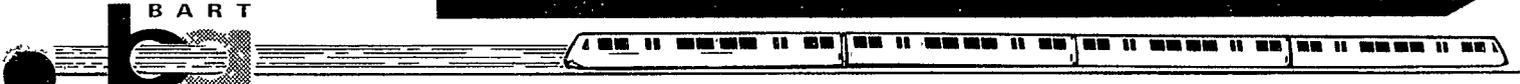
Basketball fans going to the Warriors vs. Houston game may board Fremont-bound trains from Richmond or San Francisco for direct service to the Coliseum Station. Fans boarding at the Fremont Station and stations to the north, can take either a Richmond or San Francisco train for a direct ride to the Coliseum Station. Fans boarding at BART stations on the Concord line should transfer to a Fremont-bound train at MacArthur Station or any station in downtown Oakland.

Detailed weekend and evening travel schedules are available at all BART Stations.

# # #

# NEWS RELEASE

BART

The BART logo features a stylized 'b' with 'BART' written above it. To the right, a train is shown in profile, moving from left to right. The train has a white body with black windows and doors. The entire graphic is set against a background of horizontal lines.

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

October 26, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## EXOTIC-EROTIC HALLOWEEN BALL

Witches can leave their brooms at home and take BART to San Francisco's Civic Center, Brooks Hall to the Exotic-Erotic Halloween Ball on Friday, October 29 and Saturday, October 30, 1982. Beginning at 8:00 p.m. each night, BARTers can enjoy a bewitching experience.

Direct service will be provided on BART's Daly City to Concord line. Passengers with origins on the Fremont and Richmond lines must transfer at MacArthur Station or any Downtown Oakland station to a Daly City-bound train, and exit at Civic Center Station.

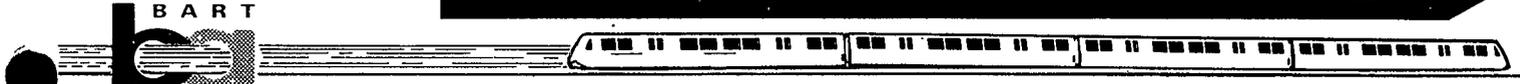
Everyone will be a star at the Exotic-Erotic Halloween Ball. Four bands will play throughout the evening, and a \$3,000 costume contest will be held on both nights.

BARTers can obtain detailed travel and fare information at all BART Stations.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 12, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART TO MARRIOTT'S GREAT AMERICA GOSPEL EXTRAVAGANZA --

"LIFT EVERY VOICE AND SING"

BARTers can see Walter Hawkins and the Love Center Choir in a special appearance at Marriott's Great America gospel extravaganza entitled, "Lift Every Voice and Sing" on Saturday, October 16, 1982.

BART will operate its weekend travel schedule to Fremont where BARTers can take the Santa Clara Transit Bus No. 141 to Great America. Buses depart Fremont Station every one and one-quarter hours, beginning at 9:15 a.m.

Direct BART service will be provided on the Daly City to Fremont and Richmond to Fremont lines. BARTers with origins on the Concord line must board a San Francisco-bound train, transferring at MacArthur Station or either of Oakland's Downtown Stations to a Fremont train.

Entertainment begins at 10:00 a.m., and continues until 7:00 p.m., with Hawkins and Love Center performing at 5:00 p.m.

"Lift Every Voice and Sing" will also include such local gospel performers as soloist Tom Jones, Daryl Coley and the New Generation Singers, Helen Stephens and the Voices of Christ, the Castleers of Oakland's Castlemont High School with Phil Reeder, the Gospel Charms, and many others.

( MORE )

Y-219

2-2-2-2

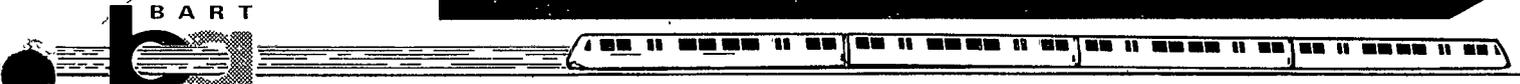
"Lift Every Voice and Sing" tickets may be purchased at Eastmont Mall, Oakland; Evans' House of Music and Powell's Place, San Francisco; Reed's Records, Berkeley, and Star Records, San Jose.

Detailed BART travel information and fare schedules are available at your nearest BART station.

# # #

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

October 8, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART DIRECTOR BIANCO SAYS C-CAR CONTRACT WILL MEAN MORE JOBS IN THE BAY AREA

Nello Bianco, BART Director of Richmond and Chairperson of the BART Board's Engineering and Operations Committee today said, "The BART contract which was awarded to a French railroad equipment manufacturer, SOFERVAL, on Thursday, October 7, 1982 for the purchase of 150 new C-Cars will mean a great many more jobs for the Bay Area, since more than \$25 million of the contract will be spent in the BART counties where the final assembly work will be done.

"SOFERVAL estimates that 65% of this contract, or about \$192.5 million, will be spent for American made materials and equipment, which is about 14% higher than the 'Buy America' policy, a requirement for all contracts supported by federal funds, when the prime contractor is from another country.

"I was very concerned, and I know other BART Directors were as well, when we learned that the only American company still building rail equipment and four foreign firms were planning to respond to our request for bids on the new transit car contract.

"Faced with the present very difficult economic times and high unemployment throughout the country, we had hoped that more American manufacturers might have been interested in building our new cars.

"However, as we progressed in our review and study of the bids submitted, we began to see just how beneficial this contract will be over time and that it will be an effective 'shot in the arm' to our economy, locally as well as nationally," stated Bianco.

( MORE )

2-2-2-2 BART Director Bianco Says C-Car Contract Will Mean More Jobs  
In The Bay Area

Bianco noted that the Societe Ferrovaire du Valenciennois (SOFERVAL) bid of about \$184 million was nearly \$45 million less than was submitted by the Budd Company of Troy, Michigan, a unit of Thyssen, AG, a West German concern. SOFERVAL is one of the major rail car builders in the world.

"Over the term of the contract, which will be five years, the contract will escalate to about \$280 million," Bianco said, "and gives BART the opportunity to save nearly \$21.8 million by being able to purchase 150 cars, as an initial order, rather than purchasing a lesser number with the option to buy additional cars at a later time. BART will be able to buy about 14 extra cars, since we will be saving about \$150,000 per car by ordering 150 cars at this time."

Bianco commended SOFERVAL and all the BART Directors for their efforts in arriving at an agreed upon Minority Business Enterprise (MBE) and Women Business Enterprise (WBE) goal of at least 14% participation on the American produced elements of this contract. Bianco noted that he was very confident that SOFERVAL, who had a very good MBE/WBE track record on their recently completed transit car contract in Atlanta, Georgia, would meet and even surpass the agreed upon goal for the BART contract.

BART's daily ridership has been averaging about 190,000 and it is projected by the transit system's analysts that by 1987 the system could well be carrying over 250,000 passengers a day.

BART is already very close to saturation during peak commute hours and the new cars will help provide the needed capacity in the years to come.

( MORE )

3-3-3-3 BART Director Bianco Says C-Car Contract Will Mean More Jobs  
In The Bay Area

The new C-Car was designed by BART engineers and will be similar in appearance to the present BART cars, but will not have the sloped front of the lead cars. The C-Car will be fully automated and serve as both a lead (A) car and a mid-train (B) car.

In addition to offering more rider capacity, the new cars will mean greater operating flexibility than is now possible with the current fleet, and will result in a savings of over \$1 million a year in operating costs. With the C-Cars in operation, one long train can be shortened to one or more shorter trains when necessary and this can be accomplished on the mainline rather than having to go into a maintenance yard as this move now requires.

The new C-Car will contain all of the best features and modifications of the current cars, as well as the new fire resistant materials now being installed in the present fleet.

# # #

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 12, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART TO RECEIVE \$65 MILLION CHECK FOR SALES OF REVENUE BONDS

BART Board President Eugene Garfinkle of San Francisco today witnessed the signing of \$65 million in revenue bond certificates at the Bank of America's Securities Office in San Francisco as a prelude to the Transit District receiving a check for its proceeds.

Garfinkle said, "The signing of these \$65 million in revenue bonds is another milestone on the road to BART's goal of meeting the forecast patronage demand of 300,000 daily riders by the end of the decade.

"These revenues will be used to help pay for 60 of the 150 new C-Cars, costing about \$280 million, the contract for which was awarded last Thursday. I am very pleased with the sales of these revenue bonds at an interest rate of 10.19%, which is very low, reflecting the confidence which the bond market has placed on BART's operations. This rate will, in fact, save BART about \$30 million against what was the projected interest rate, over the 26 year life of the bond issue or about \$1.2 million annually. Looking at it another way, the lower interest rate means that we will save enough in interest to cover the cost of about 20 additional cars.

"I want to commend our BART financial planning staff, under the direction of William Goelz, BART's Controller/Treasurer and Smith, Barney and Harris Upham, BART's financial consultants, for the success of this bond sale, Garfinkle concluded.

( MORE )

2-2-2-2

BART to Receive \$65 Million Check for Sales of Revenue Bonds

Signing of 13,000 revenue bond certificates, with a value of \$5,000 each was done by Martha Arostequi, Trust Officer for the Bank of America in the vault of the Securities Offices located at the Executive Branch of the Bank in San Francisco.

Arostequi used a multiple signing device, which signs ten certificates at one time and will require between five to six hours to complete the signing of BART's \$65 million bond issue. Once the certificates have been signed, they become bearer bonds and are treated by the bank as cash, and are subject to strict security procedures.

The signing of the certificates is the next to the last step in the process, which will deliver to BART a check from the successful bidders on the \$65 million revenue bond issue, Salomon Bros., Inc. and Associates of New York.

Garfinkle noted that the cost of 150 of the new C-Cars, about \$280 million over the term of the production contract, will be funded through the monies received from the sale of the revenue bonds, federal and local and state grants. BART has already received about \$21 million from the U. S. Urban Mass Transportation Administration (UMTA) and additional funding is expected to come from local and state funds. BART expects to receive 80% of the total cost of the new C-Cars from the federal government.

Garfinkle pointed out that the BART contract which was awarded to the Societe Ferrovaire du Valenciennois (SOFERVAL), a French railroad equipment manufacturer for the purchase of 150 new C-Cars will mean a great many more jobs for the Bay Area, since more than \$25 million of the contract will be spent in the BART counties where the final assembly work will be done.

( MORE )

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

October 15, 1982

FOR IMMEDIATE RELEASE

## CORRECTION AND ADVISORY

### BART EXPECTS FEDERAL FUNDS TO COVER 50 PERCENT OF TOTAL C-CAR PROJECT COSTS

In BART's news release Y-221, dated October 12, 1982, there is an incorrect reference to amount of federal funding BART expects to receive in connection with the purchase of 150 new C-Cars.

In order to correct this error on your records and for future reference, here is a recap of how BART's C-Car project will be funded:

NUMBER OF CARS ORDERED:	150
SUCCESSFUL BIDDER:	Societe Ferroviaire du Valenciennois - SOFERVAL (This acronym should always appear in CAPS.)
TOTAL COSTS:	\$279,031,000*

\*This figure includes all taxes, escalation over the term of the contract, project management, cost of the Automatic Train Control (ATC) system and other contingencies.

#### FUNDING SOURCES:

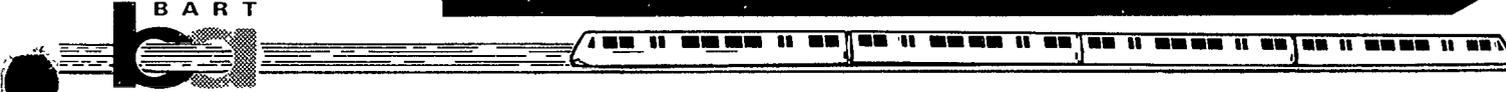
FEDERAL GRANTS	\$140,009,000**
STATE AND LOCAL FUNDS	36,931,000
PROCEEDS FROM SALE OF REVENUE BONDS AND ACCRUED INTEREST	97,175,000
BART CAPITAL IMPROVEMENT RESERVES	4,916,000
TOTAL	\$279,031,000

\*\*BART has already received approval of \$21,078,988 from the U. S. Urban Mass Transportation Administration (UMTA) toward the project. The federal funding anticipated represents approximately 50 percent of the total C-Car contract for 150 cars, or 80 percent of the cost of 90 of the new C-Cars. The remaining 60 cars will be funded from the revenues generated by the sale of \$65 million in revenue bonds, BART reserves and state and local funds.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 14, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART DIRECTOR NELLO BIANCO PUSHES FOR CONTRA COSTA COUNTY BART ASSEMBLY PLANT SITE

Nello Bianco, BART Director of Richmond, today announced that he is making every effort to see that a location in Contra Costa County is chosen as the site of the final assembly plant for the 150 new BART C-Cars.

Bianco announced today, "I have written to the President of SOFERVAL, the company which will build the 150 new BART C-Cars, urging him to select a site in Contra Costa County for the final assembly of the new cars. The BART contract awarded to the French railroad equipment manufacturer on Thursday, October 7, 1982, will mean many more jobs for the Bay Area since the contract requires that more than \$25 million be spent in the three BART counties on the final assembly work.

"More than 65% of the contract, or about \$192.5 million will be spent for American made materials. I believe this contract, totaling about \$280 million, will be an effective 'shot in the arm' to our economy, locally as well as nationally," stated Bianco.

Bianco noted that he had written to Tony Cannata, Secretary-Treasurer, AFL/CIO Labor Counsel, Contra Costa County and to Paul Hughey, General Manager, Contra Costa Development Agency, informing them of his plan to "persuade SOFERVAL to commit to a plant location in Contra Costa County."

Bianco said, "As soon as possible, I will arrange a meeting with Tony Cannata, Paul Huey and Phillip Berlin, President of SOFERVAL, to discuss further the selection of a final assembly site in Contra Costa County."

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

October 18, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART AND THE ICE CAPADES -- TWO WINNERS!

BART and The Ice Capades have joined forces to make you a WINNER! You could win two free tickets to The Ice Capades at the Oakland Coliseum on Tuesday, November 16 through Sunday, November 21 to see champion skaters Peggy Fleming and Charlie Tickner with the Smurfs.

BART-Capaders will have just a short walk from BART's Oakland Coliseum Station to the Coliseum Arena. On weekdays and Saturday, BART operates on four lines -- Richmond/Fremont, Richmond/Daly City, Concord/Daly City and Fremont/Daly City from 6 a.m. to 6 p.m. From 6 p.m. to 12 midnight, service is available on only two lines, Richmond/Fremont and Concord/Daly City.

On Sundays, BART service begins at 9 a.m. and ends at 12 midnight, with trains operating only on the Richmond/Fremont and Concord Daly City lines. BARTers with origins on lines other than those with direct service to the Coliseum must transfer to a Fremont-bound train at either Downtown Oakland Station. Those going to the Ice Capades are encouraged to pick up an "Evening and Weekend Time Schedule" at any BART station.

Free Ice Capades ticket entry blanks may be obtained at all BART Stations. Winners will be selected by random drawing on November 3, 1982 at BART's Lake Merritt Administration Building, 800 Madison Street, Oakland. Winning tickets may be used at either the Wednesday, November 17 or Thursday, November 18, 8:00 p.m. show. The Ice Capades will notify all winners, and they need not be present to win.

( MORE )

Y-224

2-2-2-2 BART and The Ice Capades -- Two Winners!

If you don't win the two free Ice Capades tickets, you can still feel like a winner. Special discount tickets are available for children, adults and seniors.

BART to the Ice Capades at Oakland's Coliseum and be part of a winning experience.

# # #

# THE SMURFS & BART OFFER YOU A CHANCE AND A SURE THING FOR THE ICE CAPADES

## CHANCE

You could win two free tickets to the Ice Capades! See champion skaters Peggy Fleming and Charlie Tickner with The Smurfs. Take BART to the Oakland Coliseum and walk right out of the station into the show.

Winning tickets are for Wednesday, November 17 or Thursday, November 18 at 8:00 P.M. So fill in the coupon below!

1. Detach and fill out coupon below.

Mail to: BART Passenger Service, 800 Madison Street, Oakland, CA 94607. Coupons must be received by Midnight, November 1, 1982 to be eligible.

3. Winners will be selected by random drawing on November 3, 1982 at the Lake Merritt Administration Bldg. Winners need not be present at the drawing. The Ice Capades will notify the winners by mail.



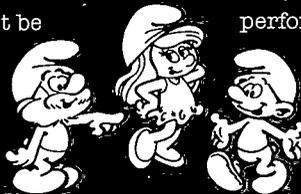
## SURE THING

Everybody's a winner on this one. You get \$2 off on children's and senior citizen's tickets to the Ice Capades, and \$1.50 off on adult's tickets. You won't have to drive the freeways at night or park at the Coliseum because you can take BART straight to the show. The Ice Capades will be at the Oakland Coliseum Tuesday, November 16 through Sunday, November 21, 1982. And if you should win the "Chance" contest, you can still use your discount tickets to bring your friends!

Fill out the coupon below and mail to the Ice Capades along with a stamped, self-addressed envelope and a check made payable to ICE CAPADES. Mail order deadline is one week prior to

performance. Box Office deadline is 24 hours prior to the show. Tickets are on an availability basis with no refunds or exchanges. All seats reserved.

**Mail to ICE CAPADES, Coliseum Box Office; Nimitz Freeway & Hegenberger Road; Oakland, CA 94621.**



Yes, I want to win free tickets to the Ice Capades on Wednesday, November 17 or Thursday, November 18 at 8:00 P.M.

Name \_\_\_\_\_ Day Phone \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 BART Station \_\_\_\_\_

You need not purchase a BART ticket to enter. Employees of BART, their families, or their advertising agency are ineligible for this drawing. The Ice Capades will notify the winners by mail.

Name \_\_\_\_\_ Day Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**Performance:**  Wed, Nov. 17, 8:00 PM  Sat., Nov. 20, 4:00 PM  
 Thurs, Nov. 18, 8:00 PM  Sun., Nov. 21, 6:00 PM  
 Sat., Nov. 20, Noon

**\$1.50 off for adults**  
 Send \_\_\_\_\_ \$9.00 adult @ \$7.50, \_\_\_\_\_ \$7.50 adult @ \$6.00,  
 \_\_\_\_\_ \$6.00 adult @ \$4.50. Total adult \$ \_\_\_\_\_  
**\$2.00 off for children (under 16 years old) and Senior Citizens.**  
 Send \_\_\_\_\_ \$9.00 child @ \$7.00, \_\_\_\_\_ \$7.50 child @ \$5.50,  
 \_\_\_\_\_ \$6.00 child @ \$4.00 Total child/Sr. \$ \_\_\_\_\_ **Total due: \$ \_\_\_\_\_**

Make check payable to Ice Capades For additional information, call (415) 635-7800 If all tickets at price ordered are sold out.

Send the next best available seats for that show and refund the difference to me  
 Send the best available seats \_\_\_\_\_ show and refund any difference to me.  
 Do not substitute any tickets. Cancel our order and refund money to me

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

October 20, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASE

## CONSTRUCTION TO START ON BUS STOP CANOPY AT THE FREMONT BART STATION

At the Fremont BART Station on Friday, October 22, 1982, construction will begin on new canopies over the bus-stop areas on the eastern side of the Station. The canopy is designed to provide some additional protection for BART patrons using the Fremont Station against inclement weather and bright sunshine.

The Fremont Station construction project will take about a month to complete and will mean a limited number of walkways and busways. Bus-loading islands will be closed to bus, automobile and pedestrian traffic. During construction, particularly when large metal canopy supports are being put into place, the most northerly of the busway, on the east side of the Station, next to the curb, will be closed. This means that AC Transit buses operating on Route Nos. 27, 28, 29 and 30 will be using the "Kiss/Ride" curb locations just in front of the east side entrance to the Station.

Other AC Transit buses, Route Nos. 20, 21, 22, 23, 24, and 25 will still operate from their present bus-stop locations. All Santa Clara County Transit buses will be stopping at what is now the bus stop for the County Transit Route No. 141.

"Kiss/Ride" areas are those parking lot locations where patrons usually arrive or leave the Station in an automobile; however, these spaces may not be used for long-term parking and cars must not be left unattended. BART patrons now using the "Kiss/Ride" space on the east side of the Fremont Station during

( MORE )

-2-2-2-2

Y-225

Construction to Start on Bus Stop Canopy at the Fremont BART Station

the course of the construction project should use the "Kiss/Ride" spaces located on the west side of the Fremont Station.

Approximately 30 parking spaces on the east side of the station will be barricaded during construction. These parking spaces are located directly adjacent to the present busway. Fremont Station's BART patrons are encouraged to use the new lighted parking lot on Mowry Avenue from which there is an easy access walkway to the Station.

# # #

# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 21, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART DIRECTOR BIANCO ANNOUNCES LAND AGREEMENT FOR FUTURE BART STATION SITE

Nello Bianco, BART Director of Richmond, today announced that an agreement in principle has been reached with the U. S. Navy on BART's request for use of land located on the Concord Naval Weapons Station as the future site of the North Concord/Martinez BART station.

Bianco stated, "I am pleased to announce that an agreement in principle has been reached between BART's Planning and Analysis staff and the U.S. Navy on the District's request to use the land which is a part of the Concord Naval Weapons Station, as the site for the North Concord/Martinez BART station. This is a major step in the extension of our rail system to Pittsburg and Antioch.

"The details of the final agreement with the U.S. Navy are still being worked out and the terms of the agreement must be approved by the BART Board of Directors. The site will first be used as a satellite parking lot", Bianco said.

The 15 acres of land on which the North Concord/Martinez BART station will be located is in the southeast quadrant of the intersection of Highway 4 and Port Chicago Highway. State funds are available to develop the land into a satellite parking lot. This lot will be served by BART Express buses operating in the Pittsburg, Antioch, Oakley, and Brentwood areas with service to the Concord BART station where transfers can be made to Express buses bound for Martinez.

( MORE )

Y-226

2-2-2-2

BART Director Bianco Announces Land Agreement  
For Future BART Station Site

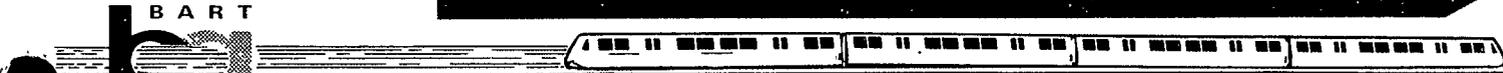
As part of the agreement in principle BART will provide a shuttle bus service between the proposed station site, the Naval Weapons Station and the Concord BART station.

Bianco noted, "Constructing a parking lot and ultimately the North Concord/Martinez BART station will be very beneficial to BART patrons as well as to the U.S. Navy. For BART patrons the planned parking lot will mean that the parking congestion at Concord BART station can be relieved and more parking spaces will be available for BART patrons from East County and Martinez.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 25, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

## BART -- LIKE A MAGIC WAND TO MUSIC OR FANTASY

BART's 19th Street station will take you directly to the Paramount Theatre where you can hear performances by the Oakland Symphony. Conductor Kenneth Schermerhorn will wave his musical wand, beginning the 8:00 p.m. performances of the Symphony on October 26 and 28, 1982. On October 30 there will be a 2:00 p.m. performance, as well as an "Evening with Joel Grey", talented singer and dancer at 8:00 p.m.

On weekdays and Saturday, BART operates on four lines -- Richmond/Fremont, Richmond/Daly City, Concord/Daly City and Fremont/Daly City from 6:00 a.m. to 6:00 p.m. From 6:00 p.m. until midnight, service is available on the Richmond/Fremont and Concord Daly City lines.

Paramount Theatre will also set the stage on October 31, 1982 for the "Wee Pals Halloween Treat". "Wee BARTers" can wave their magic wands and become ghosts, goblins, witches and pumpkins for the 2:00 p.m. festivities.

On Sunday, BART service begins at 9:00 a.m. and ends at 12 midnight, with trains operating only on the Richmond/Fremont and Concord/Daly City lines.

Wave your magic wand and let BART be your coach to Halloween madness. It's no trick, BART's a "treat" of a way to enjoy this week's activities at the Paramount.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

October 26, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## HALLOWEEN CHARACTERS AND CANDY ON BART

Attention All Commuters: Be on the lookout for three suspicious characters. BART has received a tip that Big Bird, Snoopy and an unidentified Clown companion plan to hitch a ride on BART trains beginning at 7:00 a.m., on Friday, October 29. The awesome threesome will leave BART's Lake Merritt Station for San Francisco and hitch a ride for their return trip to downtown Oakland. About 8:30 they plan to hop a BART train in downtown Oakland and head toward Concord.

Rumor has it that these guys hope to get an early start on Halloween festivities and will repeat their escapade beginning at 4:00 p.m., continuing through the evening commute.

Although Big Bird, Snoopy and Clown have pulled some "Tricky" capers in the past, BART officials have reason to believe that they will be passing out sweet "Treats" for BARTers of all ages.

# # #

FYI:

News Editors, Assignment Desks and City Desks:

Call BART Public Information Office at (415) 465-4100, Ext. 514 to arrange for photo sessions.

# NEWS RELEASE

  
**BART**

Mike Healy, Manager  
Public Affairs

October 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART's own special clown, "BARTZO" met Oleana Rivera, of San Francisco with a special Halloween greeting while riding the train on Friday, October 29, 1982. Three Halloween characters, BARTZO, E.T. and Big Bird, were on the system handing out small gifts of candy to BART patrons as part of the pre-Halloween celebration.

# # #

BART

GO BART



# NEWS RELEASE

**BART**

Mike Healy, Manager  
Public Affairs

October 29, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART's own special clown, "BARTZO" met Boso Bereolz of San Leandro, with a special Halloween greeting while riding the train on Friday, October 29, 1982. Three Halloween characters, BARTZO, E. T. and Big Bird were on the system handing out small gifts of candy to BART patrons as part of the pre-Halloween celebration.

# # #



# NEWS RELEASE

**BART**

Mike Healy, Department Manager  
Public Affairs

October 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART's own special clown, "BARTZO" met Gail Lewis of Hayward, with a special Halloween greeting while riding the train on Friday, October 29, 1982. Three Halloween characters, BARTZO, E. T. and Big Bird were on the system handing out small gifts of candy to BART patrons as part of the pre-Halloween celebration.

# # #



# NEWS RELEASE

**BART**

Mike Healy, Department Manager  
Public Affairs

October 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

Tenesha Hill, 6 years old, of Oakland was greeted by "E. T." while riding BART on Friday, October 29, 1982. E.T., Big Bird and BART's own special clown, "BARTZO" were riding the system handing out small gifts of candy and wishing BART patrons a, "Happy Halloween".

# # #



# NEWS RELEASE

  
**BART**

Mike Healy, Department Manager  
Public Affairs

October 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

Cristiane Logasa, Danville, was greeted by E. T. and Big Bird while riding BART on Friday, October 29, 1982 wa part of BART's pre-Halloween celebration. E. T., Big Bird and BART's own special clown, "BARTZO" were handing out small gifts of candy to BART's patrons and wishing them all a, "Happy Halloween".

# # #



BART

GO BART

# NEWS RELEASE

**BART**

Mike Healy, Department Manager  
Public Affairs

October 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

Elliott Saxe, of San Francisco, finally got to meet E. T. and Big Bird, as he was greeted with a small gift of candy on Friday, October 29, 1982 while riding BART on his way to work. E.T., Big Bird and BART's own special clown, "BARTZO" were on the system wishing BART patrons a, "Happy Halloween".

# # #



BART ↓

Bart  
wishes you  
Happy  
Halloween

# NEWS RELEASE

**BART**

Mike Healy, Department Manager  
Public Affairs

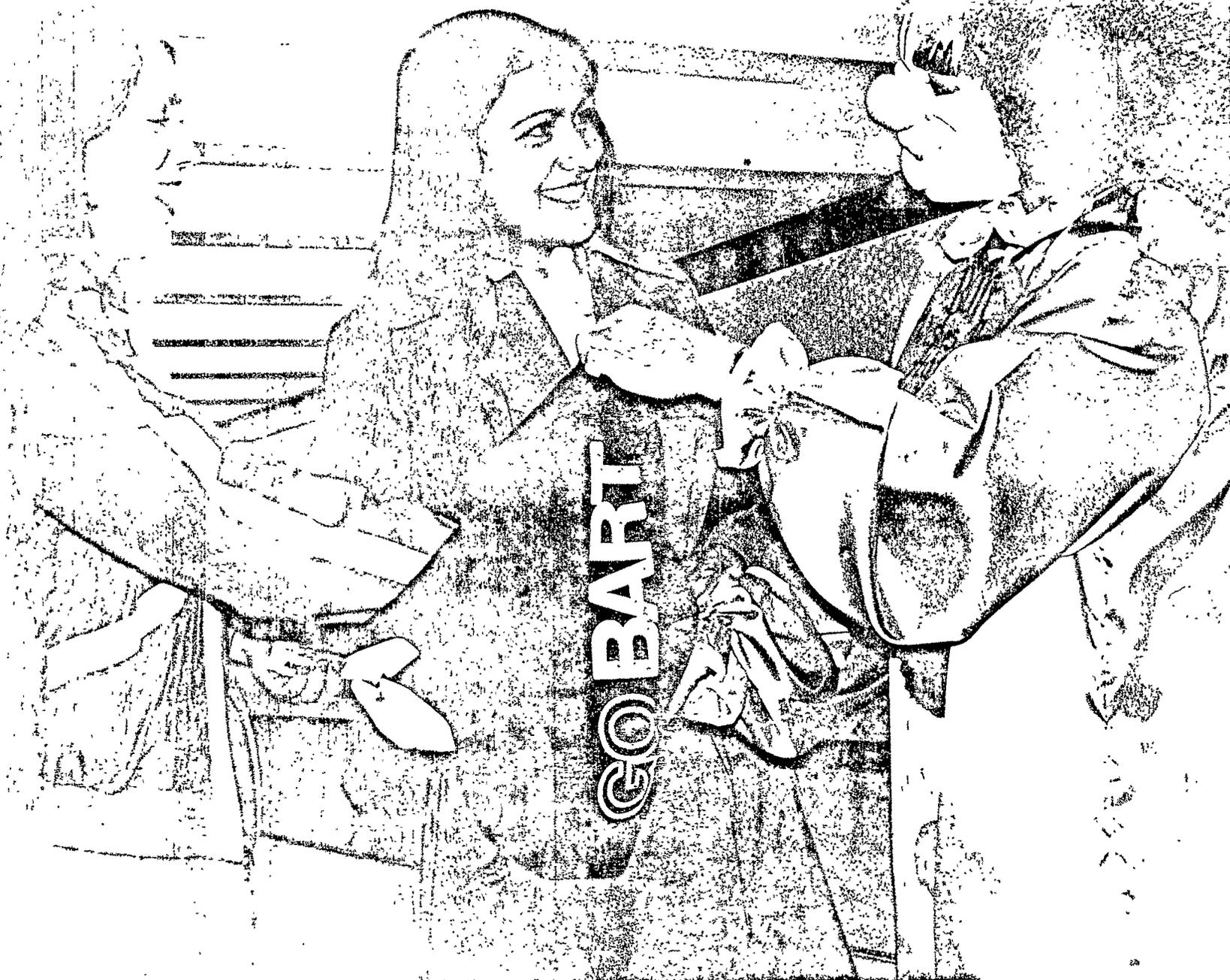
October 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

"Happy Halloween" greetings and a small gift of candy were given to Imelda Garcia and Carmen Garcia of Oakland by BART's won special clown, "BARTZO" on Friday, October 29, 1982. BARTZO was joined by Big Bird and E. T. in greeting BART patrons in a pre-Halloween celebration on the system.

# # #



GO BART

# NEWS RELEASE

**BART**

Mike Healy, Department Manager,  
Public Affairs

October 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

Lee Eglin, a San Francisco Chronicle vendor at the Powell Street BART Station was greeted by BARTZO, BART's own special clown, E. T. and Big Bird with a small gift of candy wishes for a Happy Halloween while the trio was riding the system on Friday, October 29. Eglin would probably have been more interested if someone had bought a newspaper.

# # #



Mary Martin's Law suit

Socialists Win Control Of Spanish Government

Mary Martin's Law suit

Socialists Win Control Of Spanish Government

Mary Martin's Law suit

Socialists Win Control Of Spanish Government

GO BART

M. L.

NOVEMBER



1982 NEWS RELEASES

NOVEMBER, 1982

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- Y-230 VETERANS DAY
- Y-231 BART TO THE ICE CAPEDES
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# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

November 4, 1982

CONTACT: Sy Mouser, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART TO THE COUNTRY GOLD 82 CONCERT ON SATURDAY

In order to accommodate the anticipated crowd of more than 12,000 country western music fans expected at the Salem Country Gold 82 Concert on Saturday, November 6, at the Oakland Coliseum Arena, BART will be running longer trains on the Richmond/Fremont line beginning at 6 p.m.

Those fans planning to go to the concert before 6 p.m. from San Francisco can take a Fremont bound train for direct service to the Coliseum BART Station. Direct service to the Coliseum Station is also available from any station on the Richmond/Fremont line. From stations on the Concord line, concert fans must transfer to a Fremont train at any BART station in downtown Oakland.

On Saturdays, BART trains operate every 20 minutes, with service on four lines from 6 a.m. to 6 p.m. and then on two lines between 6 p.m. and midnight. Weekend and evening BART timetables are available at all BART stations.

From the Coliseum Station, the Oakland Coliseum Arena is just a short walk via an aerial walkway. An elevator to the walkway makes it accessible to persons with mobility impairment.

A seven car BART train will be available to take fans home following the concert.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**  
Mike Healy, Department Manager  
Public Affairs

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

November 8, 1982

FOR IMMEDIATE RELEASE

BART will be providing full service on Veterans Day, Thursday, November 11, 1982. Trains will operate on four lines -- Richmond/Fremont, Richmond/Daly City, Concord/Daly City and Fremont/Daly City from 6:00 a.m. to 6:00 p.m. From 6:00 p.m. until midnight, service is available on the Richmond/Fremont and Concord/Daly City Lines.

The BART Administration Building will be closed.

Ride BART and enjoy your holiday.

# # #

# NEWS RELEASE

Y-231

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

November 12, 1982

FOR IMMEDIATE RELEASE

## BART TO THE ICE CAPADES

See the All New Ice Capades at the Oakland Coliseum, Tuesday, November 16 through Sunday, November 21, featuring champion skaters Peggy Fleming and Charlie Tickner with the Smurfs.

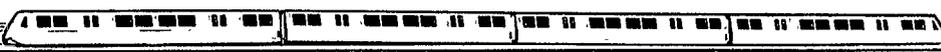
No need to drive when BART takes you to the show. On weekdays and Saturday, BART operates on four lines -- Richmond/Fremont, Richmond/Daly City, Concord/Daly City and Fremont/Daly City from 6 a.m. to 6 p.m. From 6 p.m. to 12 midnight, service is available on only two lines, Richmond/Fremont and Concord/Daly City.

On Sundays, BART service begins at 9 a.m. and ends at 12 midnight, with trains operating only on the Richmond/Fremont and Concord/Daly City lines. BART patrons with origins on lines other than those with direct service to the Coliseum must transfer to a Fremont-bound train at either Downtown Oakland Stations. BART's "Evening and Weekend Time Schedule" is available at any BART station.

# # #

# NEWS RELEASE -232

BART

   
BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100  
Mike Healy, Department Manager  
Public Affairs

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

November 16, 1982

FOR IMMEDIATE RELEASE

## BART OFFERS FREE EARTHQUAKE TICKETS

BART is the way to go and join the Golden Bay Earthquakes as they kick-off their Third Indoor Winter Season at the Oakland Coliseum. BART will give away 34 pairs of tickets to the December 19 indoor soccer game between the Golden Bay Earthquakes and the Cleveland Force.

The Earthquakes have designated the Opening Night of the series as BART Night at the Oakland Coliseum. Cheer on the Earthquakes' first home game, Wednesday, November 24, with the 2-for-1 ticket coupon offer. Flyers containing an entry form for the free ticket contest and a 2-for-1 ticket coupon are now available at all BART Stations.

Ticket contest entries must be mailed to BART Passenger Service Office, 800 Madison Street, Oakland, CA 94607 and must be received before midnight December 3, 1982.

Winners will be selected by random drawing and the Earthquakes will send tickets by mail.

BART Weekend and Evening Schedules are available at all BART Stations. Take BART directly to the Coliseum via a short walkway from the Coliseum BART Station.

# # #

# YOU'LL GET A KICK OUT OF THESE OFFERS FROM THE EARTHQUAKES AND BART!



## 2 FOR 1 TICKET OFFER!

## WIN FREE TICKETS!

### BART NIGHTS!

The Earthquakes have designated the Opening Night Series as BART Nights at the Oakland Coliseum Arena! Anyone can receive a 2-for-1 Ticket offer using the coupon below on \$7.00 tickets...your two tickets are only \$3.50 each!

And you don't have to take the car or worry about parking because BART can take you directly to the Coliseum via a short walkway from the Coliseum Station!

To get your tickets to the Nov. 24th or Nov. 28th game just detach the coupon below and mail to the Earthquakes office or bring it with you to the Coliseum on game night. Coupons will be honored at the gate with the purchase of one ticket!

### WIN WITH THE QUAKES AND BART!

Thirty-four pairs of tickets will be given away to the December 19th Indoor Soccer game between the Earthquakes and the Cleveland Force.

Just detach and fill out the coupon below and mail to: BART Passenger Service, 800 Madison St., Oakland, CA 94607. Coupons must be received before midnight, December 3rd, 1982. Please have only one entry per envelope. Only one set of tickets will be awarded to any one person.

Winners will be selected by random drawing. You do not need to be present to win, the Earthquakes will notify you by mail.

See Exciting Quakes Indoor Action on TV 36, Dec. 3rd and Dec. 11th at 8:00 pm

## 2 FOR 1 TICKET COUPON

Indicate your game choice below.

Wed., Nov. 24, 8:00 pm vs. Chicago

Sun., Nov. 28, 6:00 pm vs. Buffalo

This coupon good for ONE FREE ticket with the purchase of one \$7.00 ticket to the game indicated.

One free ticket per coupon. Mail by Nov. 19th or good at Coliseum on game night. Please include self-addressed stamped envelope.

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Tickets may be charged to VISA or Mastercharge

# \_\_\_\_\_ Exp. Date \_\_\_\_\_

Clip this and mail to: Earthquakes Soccer  
(408) 946-5020 800 Charcot Ave. #100  
(415) 632-6000 San Jose, CA 95131

## FREE TICKET DRAWING!

Yes, I want to win FREE tickets to the Earthquakes Indoor Soccer Game on December 19th at 2:30 pm at the Oakland Coliseum Arena.

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zip \_\_\_\_\_

You need not purchase a BART ticket to enter. Employees of BART, their families or agency are ineligible for this drawing. The Earthquakes will notify the winners by mail.



# NEWS RELEASE

Y-233

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

November 16, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART TO THE BIG GAME ON SATURDAY, NOVEMBER 20

BART will be adding extra cars to most trains operating on Saturday, November 20, 1982, in order to accommodate the more than 76,000 Cal and Stanford rooters expected to attend the "Big Game" at Memorial Stadium at U.C. Berkeley.

BART will be operating on its regular Saturday schedule, with service on four lines: Richmond/Fremont; Richmond/Daly City; Fremont/Daly City and Concord/Daly City. Trains will arrive every 20 minutes and will be longer than those normally used for Saturday service. Available at all BART Stations is the published Weekend and Sunday timetable, which will be helpful in planning a trip to Berkeley for the "Big Game".

From the Berkeley BART Station and the Rockridge BART Station, Cal and Stanford fans can catch the A/C Transit Route #51 bus which will carry them directly to Memorial Stadium.

With the limited amount of parking spaces available in Berkeley near the Memorial Stadium, BART will be the most convenient way to get to the "Big Game".

# # #

# NEWS RELEASE

Y-23

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

November 18, 1982

Mike Healy, Department Manager  
Public Information

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## ADVISORY

### "SPECIAL BART TRAINS TO THE "BIG GAME"

All trains going to the Berkeley BART Station and the Rockridge BART Station will have a "Big Game Special" destination sign in the window of the first car and will be longer trains. The "Big Game Special" will operate from 11:00 a.m. until 1:00 p.m., Saturday, November 20, 1982.

From the Berkeley BART Station and the Rockridge BART Station, Cal and Stanford rooters can catch the AC Transit Route #51 bus which will carry fans directly to the Memorial Stadium for the 1:00 p.m. kick-off time.

BART will be operating on its regular Saturday schedule, with service on four lines: Richmond/Fremont; Richmond/Daly City; Fremont/Daly City and Concord/Daly City. Trains will arrive every 20 minutes and will be longer than those normally used for Saturday service.

With few parking spaces available in Berkeley near the Memorial Stadium, BART offers you convenience and leisure to start and end your "Big Game" day.

# # #

# NEWS RELEASE

BART

Y-235

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Information

November 18, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## CONCORD/BART SHUTTLE TO BE DISCONTINUED FRIDAY, DECEMBER 3, 1982

On Friday, December 3, 1982, service on the Concord/BART Shuttle, known as the "Concord SST" will be discontinued. At a meeting of the BART Board of Directors on Thursday, November 18, the decision to discontinue the service was approved.

The Concord SST began operating on January 18, 1981 along Clayton Road between the Concord BART Station and Bailey Road. This was a free shuttle service with an operating cost of \$215,000 annually. This translates into a cost of about \$5.73 per passenger for the 6 mile trip.

The Contra Costa County Transit Agency (CCCTA) operates Route #110 and Route #301 along Clayton Road to the Concord BART Station, between the hours of 6:00 a.m. and 8:00 p.m. Buses on Route #110 operate Monday through Saturday every 20 minutes during the morning commute hours (6 a.m. to 8 a.m.) and the afternoon commute hours (4 p.m. to 7 p.m.) and every 30 minutes during the balance of the day. On Route #301 service is available Monday through Friday and buses operate every 20 minutes during the morning and afternoon commute hours and every 30 minutes at other times. CCCTA does not operate on Sundays.

For additional information about CCCTA or "The County Connection" in Contra Costa County call (415) 938-7654.

# # #

# NEWS RELEASE Y-236

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Information

November 18, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART FARES TO BE REDUCED 15 PERCENT ON THE DAY AFTER THANKSGIVING

As a one day special to kick off the Christmas holidays, BART will turn the clock back Friday, November 26, the day after Thanksgiving, by offering reduced fares.

Christmas shoppers and all BART patrons will be able to ride the system on this day traditionally the first day of Christmas shopping, for an average 15 percent reduction in fares. Actually, BART's old fare will be dragged out and dusted off for the occasion, reducing the minimum fare from 60¢ to 50¢ and the maximum fare from \$2.15 to \$1.75.

There will be no need for special tickets since the special day after Thanksgiving fare will be programmed into station exit gates.

BART will be operating on a modified schedule for Thanksgiving Day and the day after as well. Service on Thanksgiving Day will begin at 6 a.m. and continue through 12 midnight on only two lines, the Richmond/Fremont and the Concord/Daly City lines, with trains arriving at stations every 20 minutes. This is the same as Sunday service, however, the system will be open at 6 a.m. rather than at 9 a.m., the normal Sunday starting time.

On Friday, November 26, the day after Thanksgiving, BART will be operating on its Saturday schedule, with all four lines in service from 6 a.m. to 6 p.m., then on two lines only, (Richmond/Fremont and Concord/Daly City) until midnight, with trains 20 minutes apart. During the daytime hours, extra cars will be added to trains operating on the Richmond/Daly City and Fremont/Daly City lines. These longer trains are needed to accommodate holiday shoppers, since this is one of the busiest days in the year for retail stores.

BART Express buses will be operating on a Saturday schedule for Thanksgiving Day and then regular service will resume on the day following.

# # #

Y-237

BART

# NEWS RELEASE

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

November 22, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART TO HOLD PUBLIC HEARING ON DISCONTINUANCE OF EL BARTITO SHUTTLE IN HAYWARD

On Monday, December 20, 1982 at 3:00 pm, BART will hold a public hearing on the discontinuance of the El Bartito bus service in Hayward.

El Bartito, a shuttle bus service between the Hayward BART Station and the Alameda County Government Center on Winton Avenue in Hayward, was started in January 1978. The free shuttle is operated by Alameda County under contract to BART and costs \$127,000 annually. Funding for this shuttle service had been allocated to BART by the Metropolitan Transportation Commission (MTC) as a demonstration project. MTC has notified BART that this funding is no longer available.

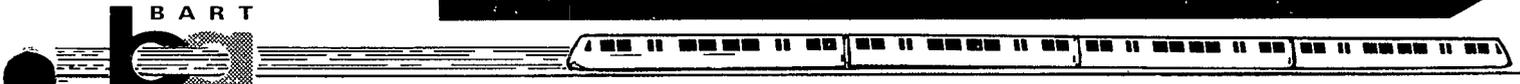
AC Transit operates two routes between the Hayward BART Station and the county government center. These are Route #92, which is direct service and Route #90, which comes within walking distance of the center. Fare on these buses is 60 cents.

The December 20 public hearing will take place in the BART Board Room in the district's administration building, 800 Madison Street, Oakland, which is located above the Lake Merritt BART Station.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

November 22, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## MUSIC AND REDUCED FARES ON BART FRIDAY

Along with reduced fares this Friday, November 26, BART will also be offering entertainment from the "Fun Goes Farther on BART Dixieland Band."

The band, headed by Mal Sharpe, who is also known for his man-on-the-street interviews, will be providing music for early Christmas shoppers at BART's Powell Street Station between the hours of 11 a.m. and 3 p.m.

Reduced fares, meanwhile, will be in effect all day. This is BART's way of helping to launch what has traditionally become the first day of Christmas shopping.

According to the transit system's officials, BART is turning the clock back to its old fares for this one day, which translates into a 15% discount on the average.

Service on Friday, the day after Thanksgiving, will be on all four lines from 6 a.m. to 6 p.m. and then on two lines until midnight. Also, BART Express Buses will be operating on a regular schedule.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

November 23, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## BART MAKES HOLIDAY TRAVELING A PLEASURE

Getting caught in a traffic jam can take the Christmas spirit right out of you. Get in the spirit and stay in the spirit by riding BART to more than 60 festivities taking place in the city of Oakland between November 23 and December 23.

Start your holiday season by riding BART to the 12th Street or 19th Street station in Oakland where the "Santa Parade" will take place this Sunday, November 28, on Broadway between 10th Street and 21st Street, beginning at 1 p.m.

On Wednesday, December 1, BART will take you to the "Grand Lighting Ceremony" in downtown Oakland. Broadway will come alive with lights in ceremonies beginning at 5:30 p.m. Continuous shuttle transportation, operated by AC Transit, will be available for the tree lighting in Jack London Square.

Most of the activities taking place in Oakland are free and just a short walk from a BART station. Those events that are not within walking distance from a BART station are easily accessible by transferring to an AC Transit bus.

Whether it's an evening performance of the "Nutcracker Ballet" at the Paramount Theatre or an afternoon at a Christmas carol sing-a-long, BART can take you there.

Printed flyers detailing dates, times and locations of the various events are available at all BART stations.

# # #

40  
Mike Healy  
Dept. Manager  
Public Affairs  
BART

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

November 24, 1982

FOR IMMEDIATE RELEASE

## ADVISORY: BART THANKSGIVING DAY SERVICE

BART fares will be reduced by an average of 15 percent on Friday, November 26, the day after Thanksgiving to encourage holiday shopping and travel. BART Administrative Offices will be closed on Thursday, Thanksgiving Day and the next day, Friday, November 26, as well.

On Thanksgiving Day, Thursday, November 25, BART will be operating on its Sunday published schedule, however, service will start at 6 a.m., with service on the Fremont/Richmond and the Concord/Daly City lines only and trains will arrive at stations every 20 minutes.

On Friday, November 26, when the special reduced fares, averaging 15 percent, will be in effect, BART will be operating on its Saturday published time table. Four lines will be operating - Fremont/Richmond, Concord/Daly City, Fremont/Daly City and Richmond/Daly City - between 6 a.m. and 6 p.m. After 6 p.m., BART service will be operating on the Fremont/Richmond and Concord/Daly City lines only. Trains will be arriving every 20 minutes and extra cars will be added to all trains on the Concord/Daly City and Fremont/Daly City lines.

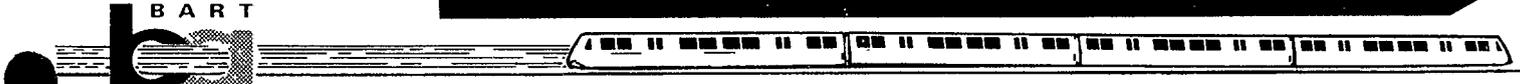
BART's "Weekend and Evening" schedule and fare information is available at all BART stations.

Eastbay 49er fans planning to attend the game against the New Orleans Saints on Sunday, November 28, at Candlestick Park are reminded that connections with the SF MUNI ballpark buses can be made from either the Powell BART Station or the Embarcadero BART Station. Information about routes, frequency of service and fares is available by calling the SF MUNI service information center at (415) 673-6864 or from SF MUNI Station Agents in the Downtown MUNI METRO stations.

# # #

# NEWS RELEASE

BART

The BART logo features a stylized 'b' with 'ART' above it. To the right is a line drawing of a train with motion lines behind it.

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

November 30, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## BART TO AUCTION LOST AND FOUND ITEMS THIS SATURDAY

Some of the best buys of the season might be found at BART's annual public auction of lost and found articles, to be held this Saturday, December 4, at the Lake Merritt BART Station street level plaza, beginning at 10 a.m. All items up for bid will be on display beginning at 9 a.m. the day of the auction.

In keeping with the holiday spirit, Al Verduzco, of BART's purchasing department, who will preside over the auction, plans to don a Santa Claus suit for the occasion -- that is, if Santa's helpers send the suit to him in time.

"At this point, all I've got is the headpiece, beard and jacket. I'm still waiting for the rest of the outfit," said Verduzco. He added, "Even if I have to improvise the rest of the costume, the auction should prove to be a fun way for people to spend a Saturday and a great opportunity to get some good deals on a vast assortment of items."

Hundreds of unclaimed articles found on BART property, including jewelry, bicycles, clothing and cameras, will be up for bid. A minimum payment of 25 percent of the bid price for all successful bids in excess of \$50 will be required at the time the bid is accepted, with the balance and pick up due no later than one hour after the conclusion of the auction. All payments must be made by cash, certified check, cashier's check, traveler's check or money order. Personal checks will not be accepted.

On Saturday BART operates on all four lines from 6 a.m. to 6 p.m. After 6 p.m., trains operate only on the Fremont/Richmond and Concord Daly City lines. Auction-goers

( MORE )

Y-241

2-2-2-2- BART TO AUCTION LOST AND FOUND ITEMS THIS SATURDAY.

can travel to BART's auction by taking a Fremont-bound train and disembarking at Lake Merritt Station. Once at Lake Merritt Station, simply take the stairway up to the plaza level, where the auction will take place.

For further information call Al Verduzco at BART, (415) 465-4100, Ext. 473.

# # #

x 473

**NEWS RELEASE****BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

November 29, 1982

FOR IMMEDIATE RELEASEPUBLIC INVITED TO OPENING OF "BART. GOING PLACES" EXHIBIT AT RICHMOND STATION

Nello Bianco, BART Director from Richmond, will preside over a ribbon cutting ceremony marking the opening of the "BART. Going Places" exhibit at the Richmond BART Station on Friday, December 3, 1982, beginning at 11 a.m. The public is invited to the exhibit opening which will be attended by local civic, business and labor leaders.

Bianco said, "This is a very informative exhibit and one which I hope many residents of western Contra Costa County will take time to visit. The extensions of BART will be anchored on the system that is now in operation. This exhibit will provide those who see it a better understanding of what it will take to bring about these extensions."

The "Going Places" exhibit is comprised of colorful photos, graphics, an 8-foot long model of BART's new "C-Car," and a video presentation of the development and construction of BART. The walk-through display is divided into three sections depicting BART's history, present operations and future capital improvement projects.

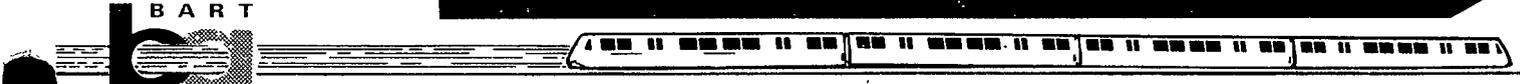
Among the items displayed in the exhibit are rare historical photos showing sections of the transbay tube being lowered into the bay and construction of an aerial portion of the BART system. The video presentation shows old film footage of early public transit, recounts how BART was designed and built, and gives an inside look at present BART operations.

It is estimated that about 200,000 persons have viewed the "Going Places" traveling exhibit which has been on display at various BART stations since September 1981.

"BART. Going Places" will be open for public viewing at the Richmond BART Station Monday through Saturday, from 6 a.m. to midnight, and Sunday from 9 a.m. to midnight, until January 3, 1983.

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

November 30, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## SAN FRANCISCO JUDGE TO SWEAR IN BART DIRECTORS

BART President Eugene Garfinkle today announced that San Francisco Superior Court Judge Harry Low will swear in the newly re-elected members of the transit system's board of directors this Thursday, December 2 at 9 a.m.

The four directors to be sworn in are Nello Bianco of Richmond, Eugene Garfinkle of San Francisco, John Glenn of Fremont, and Margaret Pryor of Alameda. All four directors were re-elected to a four year term on November 2.

Garfinkle said the swearing-in ceremony will take place at the beginning of the regularly scheduled board meeting following a certification formality.

# # #

DECEMBER



1982 NEWS RELEASES

DECEMBER, 1982

Y-244 THE LAST DRAWN STREETCAR FINDS A PERMENENT HOME AT THE HAYWARD BART STATION

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Y-246 BART BOARD ELECTS NEW OFFICERS

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Y-255 PIX CAPTION: BART TRAINS TO RUN ALL NIGHT LONG ON NEW YEAR'S EVE

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Y-258 PIX CAPTION: BART TRAINS TO RUN ALL NIGHT LONG ON NEW YEAR'S EVE

Y-259 PIX CAPTION: NEW OFFICERS

Y-260 PIX CAPTION: NEW OFFICERS

Y-261 PIX CAPTION: NEW OFFICERS

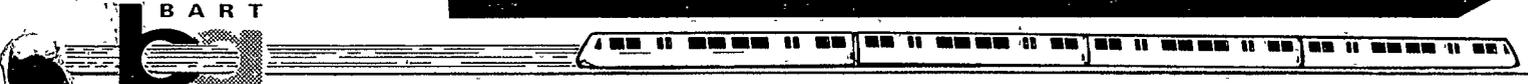
Y-262 BART BOARD ELECTS NEW OFFICERS

Y-263 REMINDER: BART'S NEW YEAR'S EVE AND NEW YEAR'S DAY SCHEDULE

\*Y-247 - BART PRESIDENT ALLEN ANNOUNCES COMMITTEE ASSIGNMENTS FOR COMING YEAR  
(Should have been Y-249), So there were two #Y-247.

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 1, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

THE LAST HORSE DRAWN STREETCAR FINDS A PERMANENT HOME AT THE HAYWARD BART STATION

While the "ole grey mare" that pulled streetcar number "00" (double zero) in 1909 is no longer around, the car has been preserved and will be placed on permanent exhibit at the Hayward BART Station. On Monday, December 6, 1982 at 9 a.m., groundbreaking ceremonies will be held to herald the construction of the carbarn to house the historic streetcar. The ceremonies will be held at the site of the new carbarn to be located at the corner of Montgomery and "B" Streets on the Hayward Station parking lot.

John Glenn, BART Director of Hayward, will be among the dignitaries who will be joining with Hayward's Mayor Alex Giuliani for the ceremonies.

Lois Over of the Hayward Area Historical Society, today announced, "The 1900's horse drawn streetcar - '00' - will be on display for the groundbreaking ceremonies. We are very pleased to have the opportunity to preserve this reminder of the early days of public mass transit. I hope everyone, who can, will join us at the groundbreaking ceremonies on Monday, December 6 at 9 a.m." Over also noted that many of the historical society members and others will be dressed in Victorian costumes for the ceremonies.

According to Raymond W. Hannah, past President of the Hayward Historical Society, "Car Number '00' first ran in Oakland for the 14th Street Railway. That route started at the Southern Pacific's 16th Street Station to downtown Broadway.

( MORE )

2-2-2-2- THE LAST HORSE DRAWN STREETCAR FINDS A PERMANENT HOME AT THE HAYWARD BART STATION

As Oakland's street railways were merged, this car and other similar cars served on other east bay lines. Many of the other cars were converted to electricity, but this car remained horse drawn even though it was transferred to the Oakland, San Leandro and Hayward Electric Railways' "B" Street line at the turn of the century. On this line the car was numbered '00' and served as Alameda County's last horse drawn streetcar in November, 1909.

"This historic streetcar is a 'movie-star', having appeared in a 1920s Harold Lloyd production in a role for which the horse drawn streetcar was made up to look like a 'Toonerville Trolley', with a trolley-pole being added to the car's roof.

"Car '00' is now the property of the Hayward Area Historical Society and has been restored to its original condition. The car will be on permanent display at the Hayward BART Station along side of its last rail route. It may be called a 'trolley' or 'electric car', but it will recall a long and colorful public transit service to the east bay, as the last horse drawn streetcar of Alameda County."

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

December 2, 1982

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASEADVISORY: PUBLIC INVITED TO BART EXHIBIT OPENING AT RICHMOND BART STATION

Nello Bianco, BART Director of Richmond, today extended an invitation to the public to attend the ribbon cutting ceremony for the opening of the "BART. Going Places" exhibit at the Richmond BART Station on Friday, December 3, 1982 beginning at 11 a.m.

Bianco said, "I have received confirmation from many local civic, business and labor leaders in the Bay Area that they will be present at the opening of BART's traveling exhibit. I want to extend a very special invitation to the residents of western Contra Costa County to visit this informative exhibit."

"The extensions of BART are now in the active planning stages and this exhibit will provide those who see it a better understanding of what it will take to bring about these extensions."

"BART. Going Places," which has been viewed by about 200,000 persons at various BART stations, will be open for public viewing at the Richmond BART Station Monday through Saturday, from 6 a.m. to midnight, and on Sunday from 9 a.m. to midnight, until January 31, 1982.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

December 2, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEBART BOARD ELECTS NEW OFFICERS

BART Directors Robert S. Allen of Livermore and John H. Kirkwood of San Francisco, today (Thursday, December 2), were elected President and Vice President, respectively, of the BART Board of Directors. Allen and Kirkwood were elected by their board colleagues at a meeting of the board held at BART's Oakland headquarters. The new BART board officers will serve during the coming 1983 calendar year.

As BART's new president, Robert S. Allen of Livermore accepted the gavel from BART's outgoing president, Eugene Garfinkle of San Francisco, he said, "What a rare opportunity - to serve as President of the BART Board of Directors! I want to see harmony on our Board and staff, and the system working so well that outlying counties will beg us for service.

"A long-time dream has been for BART to run so well - so comfortably, safely, reliably, and economically - that San Mateo and Santa Clara Counties will plead for a BART line to San Jose and around the Bay. At no cost to the taxpayers in the three original BART counties, of course.

"High on my priority list are basic improvements to the system, such as a turnback and yard at Daly City, our new cars, and the new central computer system. Along with these I would continue and escalate BART's extension, Express Bus, and advance land purchase programs bringing our system to areas in the BART district not now served by our rail system.

"My eight years on the BART Board have included a virtual transformation of BART, with tremendous gains in service reliability attracting vastly more riders.

( MORE )

2-2-2-2- BART BOARD ELECTS NEW OFFICERS

Key to the advances BART has made are the dedication and expertise of my fellow directors and our hard-working staff over the years. They've built so sound a structure that we can start dreaming of the things we'd like to see BART doing over the decades ahead. May many of them come to fruition," Allen said.

Allen, who represents District #5, which is composed of the southwestern portion of Contra Costa County and the eastern portion of Alameda County, has been a member of the BART Board since 1974, when he won a two year term on the first elected district board. He has been elected twice, first in 1976 and again in 1980 for four year terms. In 1981, Allen was elected vice president of the BART Board by his fellow directors. This past year he served as vice chairperson of the Board's Engineering and Operations Committee, also as a member of the Station Planning, Legislation and Public Affairs Committee, and as BART's liaison to the Alameda/Contra Costa Transit District.

A Livermore resident since 1958, Allen has worked extensively with scouting and other youth groups, LDS Church choral and drama productions, and taxpayer and other patriotic organizations. In 1978, he was the Republican party nominee for the congressional race in the 9th Congressional District.

Allen has 23 years experience in railroad engineering and operations on three major railroads and was at one time a classification analyst with the University of California Lawrence Livermore Laboratory.

Born in Chicago and raised in Evanston, Illinois, Allen attended Rensselaer Polytechnic Institute in Troy, New York, and graduated from the University of Colorado at Boulder with a BS (Business) major in Accounting in 1949. He later attended the University of Colorado School of Law and did graduate work in business administration at Brigham Young University in Provo, Utah.

Allen is married to the former Thelma Mae Call of Salt Lake City. The couple reside at 223 Donner Avenue, Livermore, with their 11-year old son Ronald. They

( MORE )

have six other grown children and five grandchildren. They are active in the Livermore Second Ward, Pleasanton, California Stake, and The Church of Jesus Christ of Latter-Day Saints (Mormon).

BART's newly elected vice president is John H. Kirkwood who represents District #9, which is located in the northern part of San Francisco. He was elected to the Board in the first BART Board election held in November 1974. Director Kirkwood was re-elected in 1976 and then again in November 1980.

In 1979, Kirkwood served as President of the BART Board, having been elected, unanimously, by his colleagues. He is currently Chairperson of the BART Board's Station Planning, Legislation and Public Affairs Committee. He also serves as a member of BART's Liaison Committee to the San Francisco Municipal Railway.

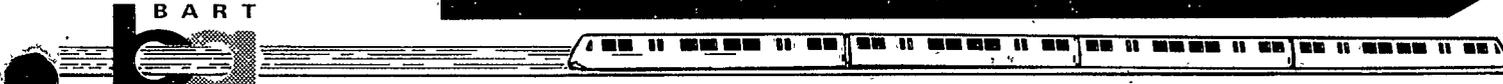
Kirkwood formerly served as transit advisor to the San Francisco Planning & Urban Research Association (SPUR), and is currently a businessman in San Francisco. He has served on the boards of the Sacramento-Stockton Bay Area Corridor Study, the Northwest San Francisco Corridor Study, and the "BART Trails" Study (bicycle and hiking pathways coordinated with BART). He is currently a board member of SPUR and the National Association of Railway Passengers. Director Kirkwood is also a member of Bay Area Electric Railway Association, California Tomorrow, the Planning and Conservation League, and the World Affairs Council.

Kirkwood, who today resides in San Francisco, was born in Palo Alto and raised in Saratoga, California. He is a graduate of Stanford University with a Bachelor of Arts degree.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 3, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## SANTA TO AUCTION UNCLAIMED ARTICLES FOUND ON BART

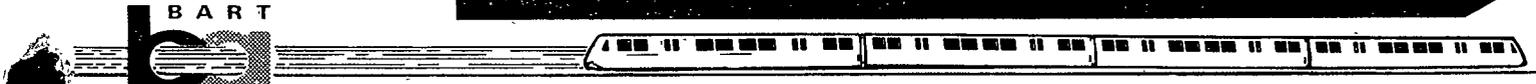
Confirmation has just been received by BART that the merry gentleman of Christmas, SANTA CLAUS, will definitely be the auctioneer tomorrow, Saturday, December 4, at BART's public auction of hundreds of unclaimed articles found on BART property and in trains. The auction will take place at the Lake Merritt BART Station street level plaza beginning at 10 a.m., all items being available for viewing at 9 a.m.

A minimum payment of 25 percent of the bid, for all successful bids in excess of \$50, will be required at the time the bid is accepted. The payment balance and article pickup must be made no later than one hour after the conclusion of the auction. All payments must be made by cash, certified check, traveler's check or money order. Santa Claus and BART will not accept personal checks.

# # #

# NEWS RELEASE

BART

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy  
Department Manager  
Public Affairs

December 3, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

ADVISORY: THE HORSE DRAWN TROLLEY THAT WAS A MOVIE STAR, TO STAR AGAIN

At the Hayward BART Station on Monday, December 6, at 9 a.m., the last horse-drawn streetcar to operate in Alameda County (the famous "00" (Double Zero)) will be on display at the groundbreaking ceremonies. This event will herald the construction of a car barn to house the historic streetcar, which had starred in a 1920's Harold Lloyd movie.

BART President Robert S. Allen and Hayward's Mayor Alex Giuliani will join others for the ceremonies.

# # #

# NEWS RELEASE

Y-247a

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 8, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART PRESIDENT ALLEN ANNOUNCES COMMITTEE ASSIGNMENTS FOR COMING YEAR

BART President Robert S. Allen today announced the appointment of the BART Board committee chairpersons and committee assignments for the coming year. These appointments will become effective following the BART Board of Directors meeting of December 17, 1982.

Allen, who represents District #5, which includes a portion of Contra Costa County and part of Alameda County, was first elected to the BART board in 1974 and was elected BART president by his fellow directors last week on December 2, 1982. BART Director John H. Kirkwood, of San Francisco, was elected vice president on the same date. Allen and Kirkwood will serve as ex-officio members of all BART standing committees.

In making the announcement of the committee appointments, Allen noted, "I have re-instituted the alternate committee member concept, which was in place in the early days of the BART elected board structure. I feel the appointment of alternate committee members will allow for a broader participation of directors in committee decisions. The alternate will serve as a voting member in the absence of the regular committee member."

Barclay Simpson, of Lafayette, has accepted the chairpersonship of the Administration Committee. Other members of the Administration Committee are John Glenn, of Fremont, as vice chairperson; Margaret Pryor, of Oakland, a member; and the alternate will be Arthur J. Shartsis, of Oakland, who is the immediate past BART vice president.

- MORE -

2-2-2-2 "BART President Allen Announces Committee Assignments for Coming Year"

The Administration Committee makes recommendations on all fiscal matters, insurance, employee relations, supply, real estate, and the rules and policies of the BART Board of Directors.

Nello Bianco, of Richmond, will serve as chairperson of the Engineering and Operations Committee, which makes recommendations regarding engineering and construction, transportation planning and operations, equipment and communications. Other directors serving on this committee will be vice chairperson, Eugene Garfinkle, of San Francisco, who is immediate past BART president; John Glenn, as a member; and Wilfred T. Ussery, of San Francisco, as the alternate.

Heading up the Station Planning, Legislation and Public Affairs Committee (SPLAPA) will be Arthur J. Shartsis, with Wilfred T. Ussery as vice chairperson, Nello Bianco, as a member, and Barclay Simpson, as the alternate. The SPLAPA Committee initiates recommendations on station planning, including joint development on BART property; local, state, and federal legislation; public affairs covering public information, passenger service, advertising and marketing.

Eugene Garfinkle will take over as BART representative to the Executive Committee of the Board of Directors of the American Public Transit Association (APTA), the national public mass transit trade association, and John Glenn will be the alternate. Barclay Simpson will continue as the BART liaison to the Metropolitan Transportation Commission (MTC), and Arthur J. Shartsis will serve as the alternate.

Allen has also appointed delegations of directors to maintain close liaison with four bay area mass transit systems. These delegations are: BART liaison with the San Francisco Municipal Railway, of which Garfinkle is chairperson, with Kirkwood and Ussery as members; BART liaison with the Central Contra Costa Transit Authority (The County Connection), which is chaired by Simpson, with Bianco and Allen as members; BART liaison with the Alameda-Contra Costa Transit District (AC Transit), which is chaired by Pryor, with Allen, Glenn and Shartsis as members; and the BART liaison with the Eastern Contra Costa Transit Authority is Nello Bianco.

3-3-3-3 "BART President Allen Announces Committee Assignments for Coming Year"

The nine-member BART Board of Directors become an elected body in 1974. Each director is elected to serve a four-year term, and elections are held during the general election every two years. Five board members were elected last month, November 1982, and four others will stand for election in November 1984.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

*IVG*

*Evans*

*DO NOT USE*

December 8, 1982

FOR IMMEDIATE RELEASE

## BART PRESIDENT ALLEN ANNOUNCES COMMITTEE ASSIGNMENTS FOR COMING YEAR

BART President Robert S. Allen today announced the appointment of the BART Board committee chairpersons and committee assignments for the coming year. These appointments will become effective following the BART Board of Directors meeting of December 17, 1982.

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John Glenn, of Fremont, has accepted the chairpersonship of the Administration Committee, the position in which he served during the past year. Other members of the Administration Committee are Barclay Simpson, of Lafayette, as vice-chairperson; Margaret Pryor, of Oakland, a member; and the alternate will be Arthur J. Shartsis, of Oakland, who is the immediate past BART vice president.

The Administration Committee makes recommendations on all fiscal matters, insurance, employee relations, supply, real estate and the rules and policies of the BART Board of Directors.

2-2-2-2 BART PRESIDENT ALLEN ANNOUNCES COMMITTEE ASSIGNMENTS FOR COMING YEAR

Nello Bianco, of Richmond, will serve as chairperson of the Engineering and Operations Committee, which makes recommendations regarding engineering and construction, transportation planning and operations, equipment and communications. Other directors serving on this committee will be Vice Chairperson Eugene Garfinkle, of San Francisco, who is the outgoing BART president; John Glenn as a member; and Wilfred T. Ussery, of San Francisco, as the alternate.

Heading up the Station Planning, Legislation and Public Affairs Committee (SPLAPA) will be Arthur J. Shartsis, with Wilfred T. Ussery as vice chairperson, and Nello Bianco as a member and Barclay Simpson as the alternate. The SPLAPA Committee initiates recommendations on station planning, including joint development on BART property; local, state, and federal legislation; public affairs covering public information, passenger service, advertising and marketing.

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3-3-3-3

BART PRESIDENT ALLEN ANNOUNCES COMMITTEE ASSIGNMENTS FOR COMING YEAR

The 9-member BART Board of Directors became an elected body in 1974. Each director is elected to serve a 4-year term, and elections are held during the general election every two years. Five board members were elected last month, November 1982, and four others will stand for election in November, 1984.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 17, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

Y-250

## 'TIS THE SEASON TO BE . . . SAFE!

BART once again will be offering its "Safe Holidays" program on Christmas Eve. In an effort to promote safe holiday travel, BART has, for the past three years, offered free hot coffee and doughnuts on Christmas Eve at various BART stations.

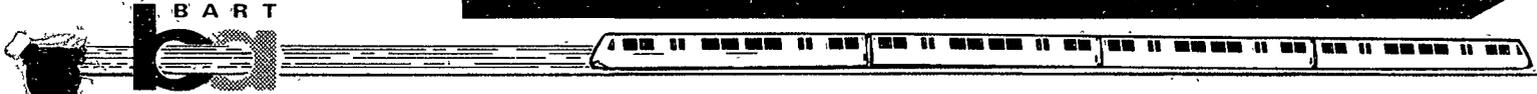
This year's coordinator of the program, BART Police Sergeant, Dolores Kan, has been successful in organizing Bay Area radio stations to sponsor the program and volunteers to serve the refreshments from 5 p.m. to 9 p.m. at the following eight BART stations: Fremont Station, sponsored by KDIA Radio, with volunteers from the Fremont Kiwanis Club; Hayward Station, sponsored by KCBS Radio, with volunteers from the Kiwanis Club of Chabot/East Oakland; Coliseum Station, sponsored by KNEW Radio, with volunteers from the Allen Temple Business & Professional Women; El Cerrito Del Norte Station, sponsored by KRE Radio, with volunteers from the West Contra Costa Gray Panthers; 12th Street Station, sponsored by KSFO Radio, with volunteers from St. Andrews Church (The Davis Family); Powell Street Station, sponsored by KGO Radio, with the Fourth Annual Volunteers group; Concord Station, sponsored by KWUU Radio, with volunteers from the American Red Cross, Mt. Diablo Chapter; and Walnut Creek Station, sponsored by KNBR Radio, with volunteers from the American Red Cross, Mt. Diablo Chapter.

BART trains will operate on the regular weekday schedule on December 24. On Christmas Day, trains will operate on all four lines from 6 a.m. to 6 p.m.; from 6 p.m. until midnight, trains will operate on two lines only - Fremont/Richmond and Concord/Daly City. Trains will operate at 20-minute intervals on Christmas Day.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 17, 1982

Y-251

CONTACT: Sy Mober, Manager  
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(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## EL BARTITO SHUTTLE DISCONTINUANCE PUBLIC HEARING SET FOR MONDAY, DECEMBER 20

A public hearing on the discontinuance of Hayward's El Bartito free shuttle bus service will be held on Monday, December 20, 1982 at 3 p.m. in the BART Board Room, at the district's headquarters, 800 Madison St. in Oakland.

El Bartito started in January 1978 and was designed to relieve an anticipated automobile parking problem at the Winton Avenue Alameda County Government Center in Hayward. The parking problem was to be the result of constructing new buildings at the county government center, however the new construction never materialized.

El Bartito provided free shuttle bus service between the Hayward BART Station and the Alameda County Government Center and was operated by the county under contract to BART. The service costs \$127,000 annually to operate. Funding for this shuttle service had been allocated to BART by the Metropolitan Transportation Commission (MTC) as a demonstration project. MTC has notified BART that this funding is no longer available.

AC Transit operates two routes between the Hayward BART Station and the county government center. These are Route #92, which is direct service, and Route #90, which stops within walking distance of the center. Fare on these buses is 60 cents.

The hearing will be conducted by BART's District Secretary Phillip Ormsbee, who will receive public comment on the discontinuance proposal. These comments will then be forwarded to the BART Board of Directors, who will make a final determination at a later date.

# # #

# NEWS RELEASE Y-252



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 21, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## BUGS BUNNY WILL HAVE A SAFE HOLIDAY ON BART CHRISTMAS EVE

Bugs Bunny, from Marriott's Great America, will join the ranks of Santa's helpers this Christmas Eve, on BART. "Bugs" will be riding the trains between 5 p.m. and 9 p.m. on Christmas Eve, making stops at 10 BART stations participating in the transit district's "Safe Holidays" program.

"Safe Holidays" was established three years ago, in an effort to encourage people to travel safely on holidays by riding BART. Bay Area radio stations sponsor the program and volunteer groups, from communities surrounding the participating stations, serve free hot coffee and doughnuts to BART patrons.

Coordinating the program is Sergeant Dolores Kan, of BART's police department, who has been energetically working to secure volunteers to serve the refreshments and radio stations to sponsor the program. The following 10 BART stations will have tables set up to distribute the free coffee and doughnuts:

- Concord Station, sponsored by KWUN Radio, with volunteers from the American Red Cross - Mt. Diablo Chapter
- Walnut Creek Station, sponsored by KNBR Radio, with volunteers from the American Red Cross - Mt. Diablo Chapter
- MacArthur Station, sponsored by KNBR Radio, with volunteers from the B'nai B'rith, Oakland Lodge
- 12th Street Station, sponsored by KSFO Radio, with volunteers from St. Andrews Church (The Davis Family)

- MORE -

- Oakland West Station, sponsored by KDIA Radio, with volunteers from the Peralta Village Boy Scout Troop #10 and Cub Scout Pack #10
- Powell Street Station, sponsored by KGO Radio, with volunteers from the Fourth Annual Volunteers group
- Fremont Station, sponsored by KDIA Radio, with volunteers from the Fremont Kiwanis Club
- Hayward BART Station, sponsored by KCBS Radio, with volunteers from the Kiwanis Club of Chabot - East Oakland
- Coliseum Station, sponsored by KNEW Radio, with volunteers from the Allen Temple - Business & Professional Women
- El Cerrito Del Norte Station, sponsored by KRE Radio, with volunteers from the West Contra Costa Gray Panthers

BART trains will operate on the regular weekday schedule on December 24. On Christmas Day, trains will operate on all four lines from 6 a.m. to 6 p.m.; from 6 p.m. to midnight, trains will operate on two lines only - Fremont/Richmond and Concord/Daly City. Trains will operate at 20-minute intervals on Christmas Day.

# # #

# NEWS RELEASE



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

December 23, 1982

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Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

ADVISORY: BUGS BUNNY CHRISTMAS EVE SCHEDULE AT BART STATIONS

In order to assist in the planning of camera assignments to cover the appearance of "Bugs Bunny" from Marriott's Great America Park at BART stations as part of BART's Christmas Safe Holiday program, here is his schedule. Please note--in order to cover the eight BART stations where Bugs Bunny will appear, it is necessary to keep as closely as possible to the following schedule.

<u>STATION</u>	<u>TIME</u>	<u>SPONSORS</u>
Powell Street BART Station, S. F.	4:30 p.m. to 4:40 p.m.	Fourth Annual Volunteers. This is a group of individuals who contacted BART offering their services in connection with the Safe Holiday program. KGO Radio will sponsor.
Oakland West BART Station, Oakland	5 p.m. to 5:10 p.m.	Peralta Village Boy Scout Troop #10, Cub Scout Pack #10. This is the first year Boy Scouts have participated. KDIA Radio will sponsor.
12th St. BART Station, Oakland	5:20 p.m. to 5:30 p.m.	The Davis Family from the St. Andrews Church. This is the fourth year the Davis family has given up their Christmas Eve to participate in BART's Safe Holiday program. KSFO will sponsor.
MacArthur BART Station, Oakland	5:40 p.m. to 5:45 p.m.	The B'nai B'rith, Oakland Lodges. KNBR Radio will sponsor.
Concord BART Station, Concord	6:30 p.m. to 6:35 p.m.	American Red Cross, Mt. Diablo Chapter. KWUN Radio will sponsor.
Coliseum BART Station, Oakland	7:20 p.m. to 7:25 p.m.	Business & Professional Women of Allen Temple. KNEW Radio will sponsor.
Hayward BART Station, Hayward	7:45 p.m. to 8 p.m.	Kiwanis Club of Chabot, East Oakland. KCBS Radio will sponsor.
Fremont BART Station, Fremont	8:20 p.m. to 8:25 p.m.	Fremont Kiwanis Club. KDIA Radio will sponsor.

-- MORE --

2-2-2-2 ADVISORY: (BUGS BUNNY CHRISTMAS EVE SCHEDULE AT BART STATIONS)

Due to time limitations, Bugs Bunny will not be present at BART's Safe Holiday parties which will be going on at two other BART stations. These are El Cerrito-Del Norte Station, which will be sponsored by KRE Radio with volunteers from the West Contra Costa Gray Panthers and the Walnut Creek BART Station, which is sponsored by KNBR Radio, with volunteers from the American Red Cross, Mt. Diablo Chapter.

If you are planning to send a camera to any other of these stations, please advise Sy Mober, Manager, Public Information. He can be contacted at any of the following telephone numbers: Before 5 p.m. on Thursday, December 23 - (415) 465-4100, ext. 514 or ext. 566; after that time and all day Friday, December 24, call (415) 521-3622 or (415) 451-4788.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

December 28, 1982

FOR IMMEDIATE RELEASE

## BART TRAINS TO RUN ALL NIGHT LONG ON NEW YEAR'S EVE

For a safer New Year's Eve, take BART when trains and BART Express Buses will be operating all night long and then join many community service groups and a number of local radio stations in celebration of BART's Fourth Annual Safe Holiday Program.

BART will be operating on its regular weekday schedule on Friday, December 31, 1982, with service on four lines (Fremont/San Francisco, Richmond/Fremont, Concord/Daly City and Embarcadero/Daly City) from 6 a.m. to 6 p.m. Beginning at 6 p.m., trains will be operating all night long on two lines only (Richmond/Fremont and Concord/Daly City) with trains running every 20 minutes. This service will then continue round the clock through New Year's Day, January 1, 1983.

Nine local groups and eight bay area radio stations have once again joined with BART in its traditional safe holiday program and will be serving free coffee and doughnuts beginning at 7 p.m. to almost midnight on New Year's Eve at the following ten BART stations:

- Concord Station, sponsored by KWUN Radio, with volunteers from the American Red Cross - Mt. Diablo Chapter.
- Walnut Creek Station, sponsored by KNBR Radio, with volunteers from the American Red Cross - Mt. Diablo Chapter.
- MacArthur Station, sponsored by KNBR Radio, with volunteers from the B'nai B'rith, Oakland Lodge.
- 12th Street Station, sponsored by KSFO Radio, with volunteers from St. Andrews Church (The Davis Family)
- Oakland West Station, sponsored by KDIA Radio, with volunteers from Peralta Village Boy Scout Troop #10 and Cub Scout Pack #10.
- Powell Street Station, sponsored by KGO Radio, with volunteers from the Fourth Annual Volunteers group.

- MORE -

2-2-2-2 BART TRAINS TO RUN ALL NIGHT LONG ON NEW YEAR'S EVE

- Fremont Station, sponsored by KDIA Radio, with volunteers from the Fremont Kiwanis Club.
- Hayward BART Station, sponsored by KCBS Radio, with volunteers from the Kiwanis Club of Chabot - East Oakland.
- Coliseum Station, sponsored by KNEW Radio, with volunteers from the Allen Temple - Business & Professional Women.
- El Cerrito Del Norte Station, sponsored by KRE Radio, with volunteers from the West Contra Costa Gray Panthers.

"Safe Holidays" was established three years ago in an effort to encourage people to travel safely on holidays by riding BART. Bay area radio stations sponsor the program and volunteer groups from communities surrounding the participating stations serve free hot coffee and doughnuts to BART patrons.

BART Police Sergeant Dolores Kan, coordinator of BART's 1982 Safe Holiday project said, "On Christmas Eve we were very pleased with the results of the safe holiday program. Seventy volunteers from nine community groups gave up their Christmas Eve to participate in this program and did an absolutely fantastic job.

"Having Bugs Bunny from Marriott's Great America Park touring the system on Christmas Eve added greatly to the success of this program," stated Kan.

Sergeant Kan reported that more than 10,000 cups of coffee and over 500 dozen doughnuts were served to BART patrons on Christmas Eve and that all civic groups were planning to repeat their efforts on New Year's Eve.

BART patrons planning to use the system after midnight on New Year's Eve will be able to ride BART Express Buses which will be in service all night long on all routes, except the J lines, with buses arriving at regular stops about one hour apart, beginning at approximately 1:00 a.m.

On New Year's Day, BART Express Buses will be operating on the Sunday schedules for the D, U, M and P lines. There will be no service on the Q or J lines on this day.

BART Express Bus schedules are available at the following BART stations: Walnut Creek, Concord, El Cerrito Del Norte, Hayward and Bay Fair, or by calling BART Telephone Information Center (415) 465-BART. Weekend and Evening BART schedules are available at all BART stations.

Patrons planning to use other bus systems which connect with BART should contact these systems for information about what service they will be providing on New Year's Eve and New Year's Day.

4-255

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

December 28, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

PIX CAPTION

BART TRAINS TO RUN ALL NIGHT LONG ON NEW YEAR'S EVE

For a safe New Year's Eve, take BART when trains and BART Express Buses will be operating all night long and then join many community service groups and a number of local radio stations in celebration of BART's Fourth Annual Safe Holidays program.

Nine local groups and eight bay area radio stations have once again joined with BART in its traditional Safe Holidays program and will be serving free coffee and doughnuts beginning at 7 p.m. to a host and high from New Year's Eve at ten BART stations.

"Safe Holidays" was established three years ago in an effort to encourage people to travel safely on holidays by riding BART. Bay area radio stations sponsor the program and volunteer groups from communities surrounding the participating stations serve free hot coffee and doughnuts to BART patrons.

Among the many BART patrons served free coffee and doughnuts by volunteers from the Fremont Kiwanis Club and Bugs Bunny, of Marriott's Great America Park, on Christmas Eve at the Fremont BART Station are (L/R): Marla Knowitch, of College Park, Maryland; Tom Tsasgalakis, of San Jose; Roseann Friedman, of College Park, Maryland; and Harry Barlas, of San Jose.

# # #

FREE  
COFFEE-DONUTS  
& COOKIES  
brought to you by  
BART and  
Fremont  
Kwanis  
KDIA

CHANGE

TICKETS

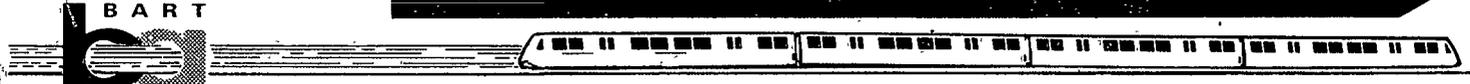


4-255

# NEWS RELEASE

Y-255

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 28, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

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Pictured here are several BART patrons who joined with Bugs Bunny, of Marriott's Great America Park, for free coffee and doughnuts at the Concord BART Station. Volunteers from the American Red Cross, Mt. Diablo Chapter (back to camera) are shown serving (L/R): Mrs. Nancy Hudson, of Concord; Bugs Bunny, Mike Hudson, of Concord; and Shey and Barby McBee, both of Fremont, who had been visiting friends in Concord.

# # #

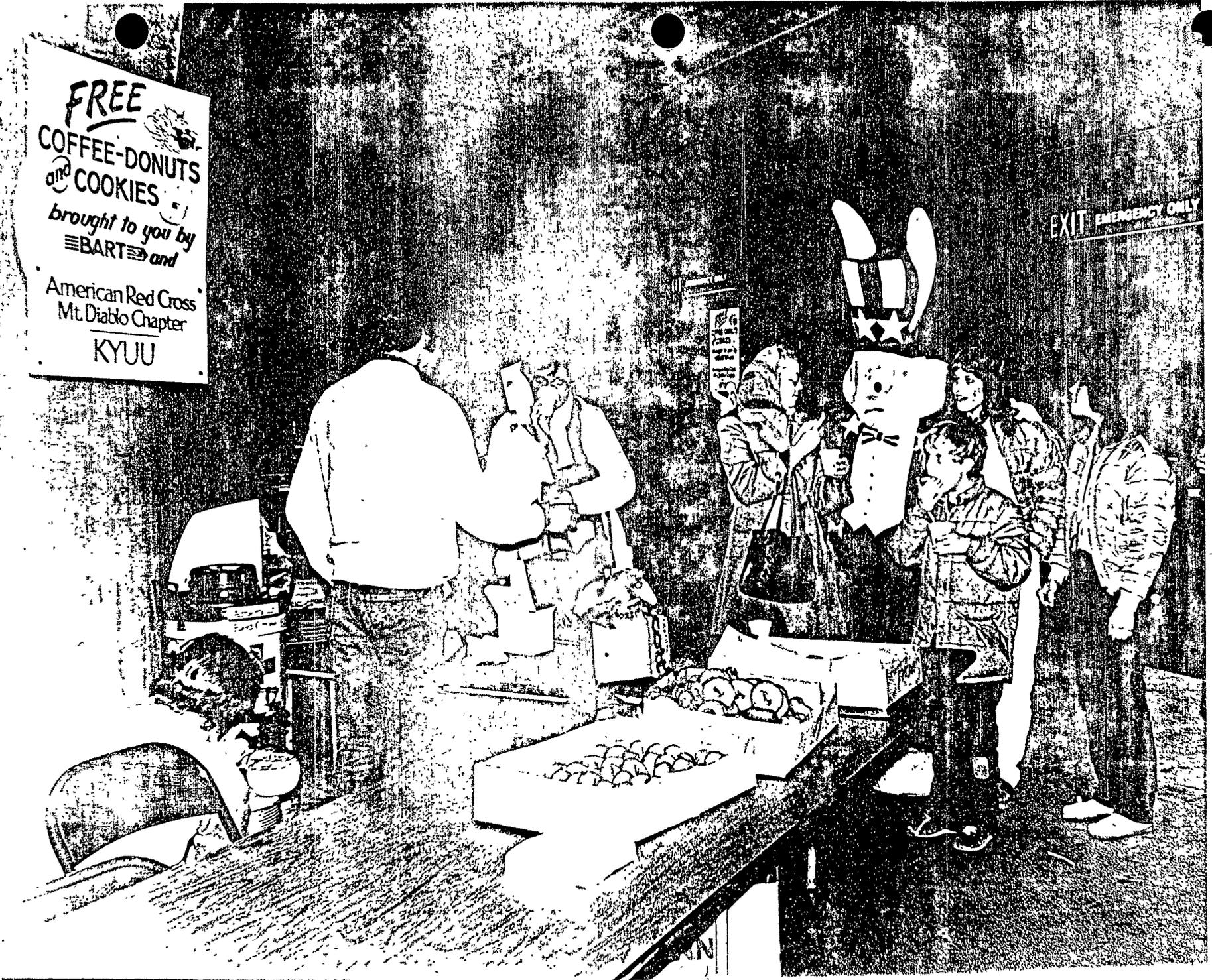
**FREE**  
**COFFEE-DONUTS**  
**and COOKIES**

*brought to you by*  
**BART** and

American Red Cross  
Mt. Diablo Chapter

**KYUU**

**EXIT** EMERGENCY ONLY



4-256

# NEWS RELEASE

Y-257

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

December 28, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

### BART TRAINS TO RUN ALL NIGHT LONG ON NEW YEAR'S EVE

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Pictured here are some of the BART patrons who joined with Bugs Bunny and Marilyn Hansen of the Fourth Annual Volunteers for free coffee and doughnuts at the Powell Street BART Station.

# # #



FREE  
COFFEE-DONUTS  
& COOKIES  
brought to you by  
BART and  
Fourth Annual  
Volunteers  
KGO

FREE  
COFFEE-DONUTS  
& COOKIES  
brought to you by  
BART and  
Fourth Annual  
Volunteers  
KGO

FREE  
COFFEE-DONUTS  
& COOKIES  
brought to you by  
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Fourth Annual  
Volunteers  
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FREE  
COFFEE-DONUTS  
& COOKIES  
brought to you by  
BART and  
Fourth Annual  
Volunteers  
KGO

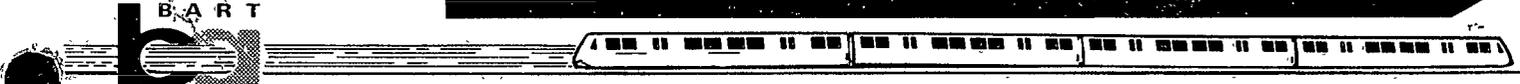
4-257

# NEWS RELEASE

Y-25

Y-258

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 28, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

### BART TRAINS TO RUN ALL NIGHT LONG ON NEW YEAR'S EVE

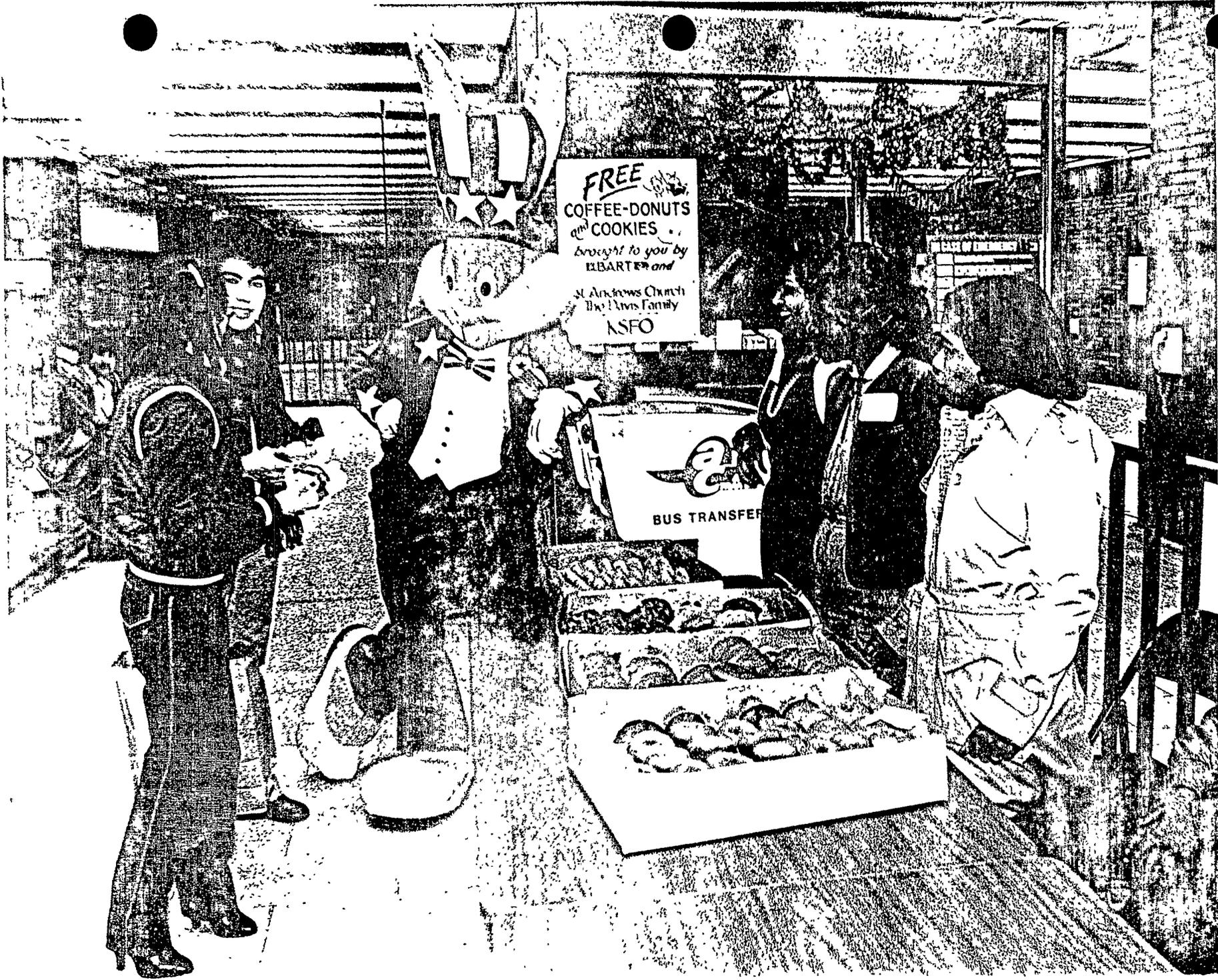
For a safe New Year's Eve, take BART when trains and BART Express Buses will be operating all night long and then join many community service groups and a number of local radio stations in celebration of BART's Fourth Annual Safe Holidays program.

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"Safe Holidays" was established three years ago in an effort to encourage people to travel safely on holidays by riding BART. Bay area radio stations sponsor the program and volunteer groups from communities surrounding the participating stations serve free hot coffee and doughnuts to BART patrons.

Pictured here are Beteta and Eliana Gustove, of Nicaragua, who were among the many BART patrons served free coffee and doughnuts at the 12th Street BART Station in Oakland. Bugs Bunny, of Marriott's Great America Park, joined members of the Davis Family from the St. Andrews Church in Oakland, who for the fourth year have given up their Christmas Eve to participate in BART's Safe Holidays program.

# # #



FREE  
COFFEE-DONUTS  
and COOKIES  
brought to you by  
EBARTER and  
St. Andrews Church  
The Davis Family  
KSFO

**and**  
BUS TRANSFER

IN CASE OF EMERGENCY

4-258

# NEWS RELEASE

Y-259

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

The San Francisco Bay Area Rapid Transit District's (BART) outgoing president, Eugene Garfinkle (L), of San Francisco, turns over the gavel of his office to the 1983 president of the BART board of directors, Robert Allen (R), of Livermore, California.

Officers of the BART board of directors are elected by their fellow directors to serve for a calendar year. BART directors are elected by voters in nine districts of the three Bay Area counties which make up the BART District.

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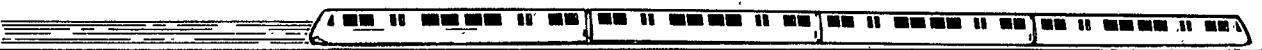
#Y-259



# NEWS RELEASE

Y-26

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

December 29, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

The San Francisco Bay Area Rapid Transit District's (BART) 1983 president, Robert S. Allen (L), of Livermore, California, accepts the gavel of his new office from outgoing president, Eugene Garfinkle (R), of San Francisco.

Officers of the BART board of directors are elected by their fellow directors to serve for a calendar year. BART directors are elected by voters in nine districts of the three Bay Area counties which make up the BART District.

# # #



X-2660

# NEWS RELEASE

Y-261

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

December 29, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

The leadership of the San Francisco Bay Area Rapid Transit District (BART) changed for the coming year when (L/R) Arthur J. Shartsis, of Berkeley, outgoing vice president, and Eugene Garfinkle, of San Francisco, outgoing president, handed over the gavel of authority to Robert S. Allen, of Livermore, California, the 1983 BART president and John H. Kirkwood, of San Francisco, the incoming vice president.

Officers of the BART board of directors are elected by their fellow directors to serve for a calendar year. BART directors are elected by voters in nine districts of the three Bay Area counties which make up the BART District.

# # #



X-261

# NEWS RELEASE Y-262

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

December 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART BOARD ELECTS NEW OFFICERS

BART Directors Robert S. Allen, of Livermore, and John H. Kirkwood, of San Francisco, were recently elected president and vice president, respectively, of the BART Board of Directors. Allen and Kirkwood were elected by their board colleagues at the December 1982 meeting of the board held at BART's Oakland headquarters, 800 Madison St., Oakland, CA. The new BART board officers will serve during the coming 1983 calendar year.

In accepting the gavel from BART's outgoing president, Eugene Garfinkle, of San Francisco, Allen said, "What a rare opportunity - to serve as president of the BART Board of Directors! I want to see harmony on our board and staff, and the system working so well that outlying counties will beg us for service.

"A long-time dream of mine has been for BART to run so well - so comfortably, safely, reliably, and economically - that San Mateo and Santa Clara counties will plead for a BART line to San Jose and around the bay - at no cost to the taxpayers in the three original BART counties, of course.

"High on my priority list are basic improvements to the system, such as a turnback and yard at Daly City, our new cars, and the new central computer system. Along with these I would continue and escalate BART's extension, Express Bus, and advance land purchase programs bringing our system to areas in the BART district not now served by our rail system.

"My eight years on the BART board have included a virtual transformation of BART, with tremendous gains in service reliability, attracting vastly more riders.

- MORE -

Key to the advances BART has made are the dedication and expertise of my fellow directors and our hard-working staff over the years. They've built so sound a structure that we can start dreaming of the things we'd like to see BART doing over the decades ahead. May many of them come to fruition."

Allen, who represents District #5, which is composed of the southwestern portion of Contra Costa County and the eastern portion of Alameda County, has been a member of the BART board since 1974, when he won a two-year term on the first elected district board. He has been elected twice, first in 1976 and again in 1980 for four-year terms. In 1981, Allen was elected vice president of the BART board by his fellow directors. This past year he served as vice chairperson of the board's Engineering and Operations Committee, as a member of the Station Planning, Legislation and Public Affairs Committee, and as BART's liaison to the Alameda/Contra Costa Transit District.

A Livermore resident since 1958, Allen has worked extensively with scouting and other youth groups, LDS Church choral and drama productions, and taxpayer and other patriotic organizations. In 1978 he was the Republican party nominee for the congressional race in the 9th Congressional District.

Allen has 23 years experience in railroad engineering and operations on three major railroads and was at one time a classification analyst with the University of California Lawrence Livermore Laboratory.

Born in Chicago and raised in Evanston, Illinois, Allen attended Rensselaer Polytechnic Institute in Troy, New York, and graduated from the University of Colorado at Boulder with a BS (business) major in accounting in 1949. He later attended the University of Colorado School of Law and did graduate work in business administration at Brigham Young University in Provo, Utah.

Allen is married to the former Thelma Mae Call, of Salt Lake City. The couple reside at 223 Donner Avenue, Livermore, with their 11-year old son, Ronald. They have six other grown children and five grandchildren. They are

active in the Livermore Second Ward, Pleasanton, California Stake, and The Church of Jesus Christ of Latter-Day Saints (Mormon).

BART's newly elected vice president is John H. Kirkwood, who represents District #9, which is located in the northern part of San Francisco. He was elected to the board in the first BART board election, held in November 1974. Director Kirkwood was re-elected in 1976 and then again in November 1980.

Kirkwood formerly served as transit advisor to the San Francisco Planning & Urban Research Association (SPUR), and is currently a businessman in San Francisco. He has served on the boards of the Sacramento-Stockton Bay Area Corridor Study, the Northwest San Francisco Corridor Study, and the "BART Trails" Study (bicycle and hiking pathways coordinated with BART). He is currently a board member of SPUR and the National Association of Railway Passengers. Director Kirkwood is also a member of Bay Area Electric Railway Association, California Tomorrow, the Planning and Conservation League, and the World Affairs Council.

Kirkwood, who today resides in San Francisco, was born in Palo Alto and raised in Saratoga, California. He is a graduate of Stanford University with a Bachelor of Arts degree.

# # #

Y-263

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

December 30, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## REMINDER: BART'S NEW YEAR'S EVE AND NEW YEAR'S DAY SCHEDULE

BART will be operating on its regular weekday schedule on Friday, December 31, 1982, with service on four lines (Fremont/Daly City, Richmond/Fremont, Concord/Daly City and Richmond/Daly City) from 6 a.m. to 6 p.m. Beginning at 6 p.m., trains will be operating all night long on two lines only (Richmond/Fremont and Concord/Daly City) with trains arriving every 20 minutes. This service will then continue round-the-clock through New Year's Day, January 1, 1983.

BART administrative headquarters in Oakland will be closed Friday, December 31, but more than 500 BART employees will be working New Year's Eve to keep the trains running all night long.

BART patrons planning to use the system after midnight on New Year's Eve will be able to ride BART Express Buses on the D, U, M and P lines, which will be in service all night long. The Q line Express Bus will operate on New Year's Eve until 3 a.m. and will not be in service the remainder of New Year's Day. The J line BART Express Bus will operate on its regular schedule New Year's Eve and will not be in service New Year's Day. Express Buses on the D, U, M and P lines will be operating on the Sunday schedule on New Year's Day.

BART Express Bus schedules are available at the following BART stations: Walnut Creek, Concord, El Cerrito Del Norte, Hayward and Bay Fair, or by calling BART Telephone Information Center (415) 465-BART. Weekend and evening BART schedules are available at all BART stations.

Patrons planning to use other bus systems that connect with BART should contact those systems for information about what service they will be providing New Year's

Nine local community groups and eight bay area radio stations are joining with BART in its fourth annual Safe Holiday program designed to encourage the use of public transit over the New Year's Eve holiday. More than 70 volunteers will be serving coffee and doughnuts at 10 BART stations from 7 p.m. to almost midnight. (Call BART Public Information Office for names of organizations and specific BART stations.)

# # #

SPECIAL NOTE: BART's Public Information Office - Mike Healy, Sy Moubert and Sandy Tibbets - extend their best wishes for a happy, healthy, safe and prosperous New Year!

JANUARY

1982 NEWS RELEASES

JANUARY

- ~~X-247~~  
Y-1 BART BOARD ADOPTS FIVE YEAR PLAN TO IMPROVE EXPRESS BUS SERVICE
- Y-2 BART TICKETS GET A FACE-LIFT
- Y-3 FREE BART SHUTTLE IN CONCORD CONTINUES
- Y-4 BARTPOOL PARKING AVAILABLE AT EL CERRITO DEL NORTE BART STATION
- Y-5 BART'S TRAVELING EXHIBIT NOW AT MacARTHUR STATION
- Y-6 BART MIDDAY FARES TO BE REDUCED 20% DURING FEBRUARY
- Y-7 1981 - A GREAT YEAR FOR BART
- Y-8 BART CUTS MIDDAY FARES IN FEBRUARY (SPECIAL TO WEST COUNTY TIMES)
- Y-9 ADVISORY - CEREMONY TO KICK-OFF BART REDUCED FARES - MONDAY, FEBRUARY 1, 1982, 10 AM
- Y-10 TAKE BART TO THE CHINESE NEW YEARS PARADE IN SAN FRANCISCO
- Y-11 BART'S REDUCED MIDDAY FARES IN EFFECT MONDAY, FEBRUARY 1

THE COY

X-247  
Y-1

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Mike Healy, Department Manager  
Public Affairs  
(415) 465-4100, Ext. 528

January 7, 1982

FOR IMMEDIATE RELEASE

## BART BOARD ADOPTS FIVE YEAR PLAN TO IMPROVE EXPRESS BUS SERVICE

The BART Board of Directors today adopted a five year plan designed to upgrade and streamline the transit system's Express Bus service.

According to BART President Eugene Garfinkle of San Francisco, the board action today represents a first step toward optimizing this service, making it more attractive for potential users of BART trains traveling from suburban communities not now being served directly by rail.

He said the plan calls for gradually increasing the express routing of the network via freeways, where possible, and slowly phasing out the local service of the BART Express Buses as local community transit service is phased in.

Garfinkle said this plan would not only provide a more streamlined operation in general but could ultimately reduce the District's operating cost by about \$1 million or more annually.

The plan also calls for taking advantage of proposed future rail station sites by utilizing such sites as park and ride lots and bus transfer facilities at an estimated capital cost of \$11.5 million over the next five years.

BART Express Bus service connects outlying areas in Alameda and Contra Costa counties with several BART stations. The actual service is provided for BART along five major corridors by AC Transit under a cost reimbursement contract and has been in operation since 1974.

The routes connect BART's El Cerrito Del Norte Station with the Hilltop Shopping Center in San Pablo and the communities of Rodeo, Hercules and Crockett; BART Concord

-- MORE --

2-2-2-2 BART BOARD ADOPTS FIVE YEAR PLAN TO IMPROVE EXPRESS BUS SERVICE

and Walnut Creek with Martinez; BART Concord with Pittsburg, Antioch, Oakley, and Brentwood; BART Walnut Creek with Alamo, Danville, San Ramon, Dublin; and BART Bay Fair and Hayward are linked with Dublin, Pleasanton, and Livermore by BART Express Buses.

Garfinkle said the newly adopted five year plan for BART Express Buses will serve as a guideline for improving the operation, subject to modification as might be necessary.

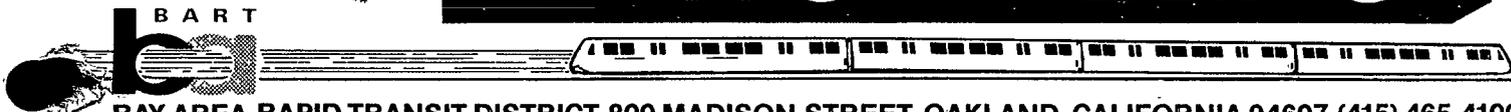
Other improvement objectives outlined in the plan call for better schedule coordination between BART trains and BART Express Buses, and to decrease the total travel time for patrons connecting with train service.

Currently the BART Express Bus system carries about 10,000 passengers a day.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

January 19, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

PJX CAPTION

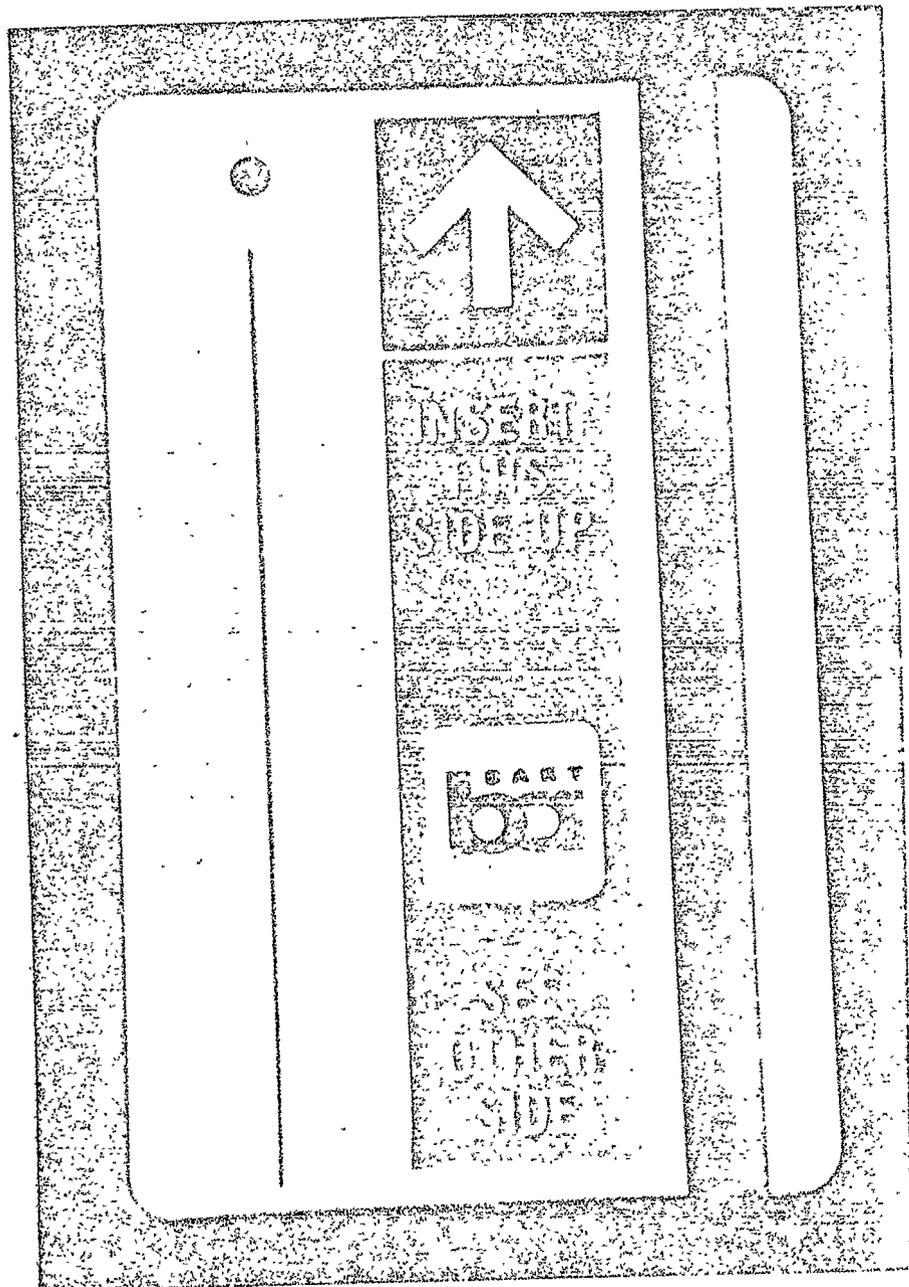
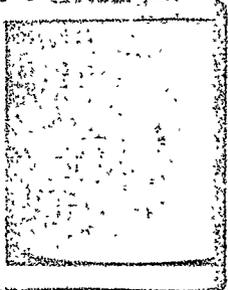
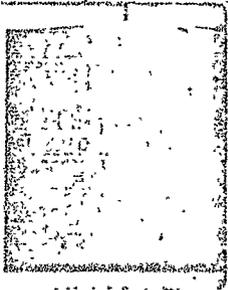
BART TICKETS GET A FACE-LIFT

Alert BART patrons are discovering something new popping out of the ticket vending machines at stations these days. On January 18, BART began stocking colorful new BART tickets in ticket vending machines located in BART stations. The new tickets are brighter blue in color and have a clearly defined arrow, indicating the direction for insertion into the fare gate, as well as the BART logo which was not shown on the old tickets.

Shortly, BART will be issuing new discount tickets. Banks and savings and loan institutions will continue to sell the old BART tickets while their supply lasts and will begin selling the new tickets in the near future.

All BART ticket vending machines, fare gates and addfare machines will still accept the old BART tickets.

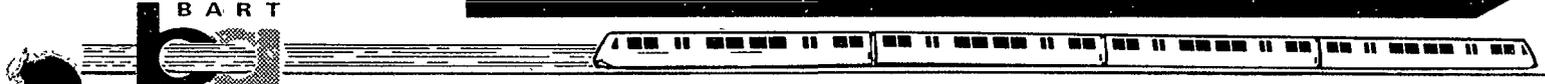
# # #



Y-3

BART

# NEWS RELEASE

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

January 20, 1981

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## FREE BART SHUTTLE IN CONCORD CONTINUES

BART patrons parking in restricted parking areas in and around the Concord BART Station can avoid getting a parking citation by riding BART's free shuttle bus to the Concord BART Station.

The "Concord SST" is the free BART/Concord Shuttle bus service which operates weekdays from 6:30 a.m. to 9:30 a.m. and 4:30 p.m. to 7 p.m. Buses run every ten minutes, making numerous stops along Clayton Road, between Bailey Road and the Concord BART Station.

According to the Concord Police Department, parking is available, with no time limit, along Clayton Road southeast of Farm Bureau Road.

BART is encouraging patrons arriving at the Concord Station during commute hours to park their cars along the unrestricted areas of Clayton Road, where they can make a quick connection with the free shuttle to the station.

Jim Evans, BART project coordinator of the shuttle service said, "Riding the free Concord SST will save people a long walk to the station and is a sensible way to eliminate being cited for illegal parking in the restricted areas in and around the Concord Station."

The Concord SST has been in operation since January 1981 and was offered in response to the initiation of restricted parking in the residential area surrounding the Concord BART Station.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

January 20, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566FOR IMMEDIATE RELEASEBARTPOOL PARKING AVAILABLE AT EL CERRITO DEL NORTE BART STATION

"BARTpool" -- a preferential parking program for BART patrons who carpool to the station -- is available at the El Cerrito Del Norte BART Station.

At the El Cerrito Del Norte Station 75 close-in, preferential parking spaces have been set aside in the west parking lot for carpools consisting of three or more riders. Signs designating the BARTpool area are posted in the west parking lot of the station.

Persons interested in parking in the BARTpool area must first obtain a permit for entry to the preferential parking area by calling BART at (415) 465-4100. In order to qualify for the permit, the carpool must consist of three or more persons and carpoolers must use BART on a round-trip basis. Persons who are not in a carpool but who are interested in forming one should contact "RIDES for Bay Area Commuters" (861-POOL), which will computer-match an individual's daily BART station trip characteristics with those of others in their area.

BARTpool began at the Concord BART Station in 1978 in an effort to help alleviate parking problems at that station. The program was so successful that last spring BARTpool parking was made available at Fremont, Daly City and Lafayette BART stations. To date, over 2,900 BART riders have formed 950 carpools at the four stations.

BART Police Department personnel monitor the BARTpool parking lots, ticketing cars not displaying permits or having fewer than three persons in a car upon arrival at the preferential parking lot.

# # #

Y-5

BART

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Mike Healy  
Department Manager  
Public Affairs  
(415) 465-4100, Ext. 528

January 25, 1982

FOR IMMEDIATE RELEASE

## BART'S TRAVELING EXHIBIT NOW AT MACARTHUR STATION

BART's colorful, traveling exhibit on the past, present, and future of the system is now on display in the MacArthur BART station in Oakland.

The exhibit, titled "BART. Going Places," will be in MacArthur Station until Monday, March 8, and is open for viewing by BART passengers throughout the day.

The exhibit features a nine-foot scale model of the new "C" car that BART intends to purchase, plus two continuously shown films of BART's construction and an inside look at the system today.

Divided into three large sections, each depicting an era of the system, the exhibit is 50 feet in length. It includes blowups of historic photos showing BART's construction of the transbay tube and the Berkeley hills tunnel. There are graphics and photos illustrating BART's current operations and futuristic renderings of BART's plans for improvements to increase service during the next five years.

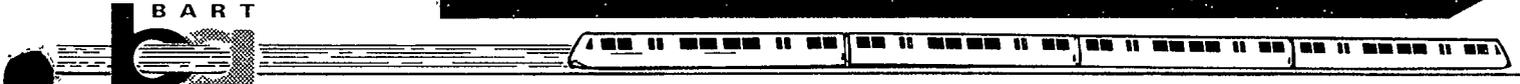
Free brochures and "BART. Going Places" buttons are given to all exhibit visitors.

The exhibit opened last September in the San Francisco Embarcadero BART station and most recently was on display in the Fremont BART station. It will be traveling to BART stations throughout the system and to other bay area locations throughout 1982.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Mike Healy  
Department Manager  
Public Affairs

January 26, 1982

FOR IMMEDIATE RELEASE

## BART MIDDAY FARES TO BE REDUCED 20% DURING FEBRUARY

For the first time in its operating history, BART will be reducing fares on week days beginning Monday, February 1, 1982, between the hours of 10 a.m. and 3 p.m., for the entire month of February.

As part of a concentrated effort to attract more patrons during the "off-peak" non-commute hours, the fares will be reduced 20 percent from the regular fares, which will be charged during all other operating hours.

The fare reduction is actually a test to determine if patrons can be attracted to use the transit system for other than work-related trips. For example, the reduced fare for the longest trip on BART, i.e., from Fremont to Daly City, will be \$1.40 compared to the regular fare of \$1.75. Trips between stations in downtown Oakland and in downtown San Francisco will be reduced from 50 cents to 40 cents. During this special promotional fare period, a trip from Fremont to Montgomery Street Station in San Francisco will cost only \$1.35, as compared to the present full fare of \$1.70. A trip between Concord and Montgomery will cost \$1.30 instead of \$1.65.

No special tickets will be needed, since BART's automatic fare system will be programmed for the reduced fares between the hours of 10 a.m. and 3 p.m. Monday through Friday.

BART's Manager of Station Operations, Jack McDowell, said that patrons wishing to take advantage of the reduced fare have to exit the system by 3 p.m. He said that after 3 p.m. fares will return to normal.

2-2-2-2 BART MIDDAY FARES TO BE REDUCED 20% DURING FEBRUARY

BART officials note that under the regular fare schedule most trips on the system cost less than one-third, and in many cases less than one-quarter of the out-of-pocket costs for someone driving an automobile. Under the special reduced fares, the comparable trip cost is reduced even further.

According to recent studies, many residents of the three BART counties use BART for other than work-related trips, such as shopping, entertainment, and medical trips. The promotion program is designed to attract even more riders when there is unused capacity on the system for such trips.

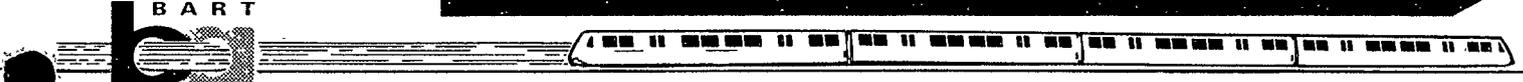
Most BART stations in the East Bay can be reached by using A. C. Transit, and by Muni in San Francisco. SamTrans offers direct connections to the system at Daly City and at the Hayward Station, while the Santa Clara County Transit offers express service to the BART station in Fremont.

BART Express Buses connect with five BART stations--Walnut Creek, Hayward, Bay Fair, Concord, and El Cerrito Del Norte. BART Express Buses are part of the BART system and is operated under contract by A. C. Transit, offering service to outlying areas in Contra Costa and Alameda counties.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Mike Healy, Department Manager  
Public Affairs  
(415) 465-4100, Ext. 528

January 26, 1982

FOR IMMEDIATE RELEASE

## 1981 - A GREAT YEAR FOR BART

This past year, 1981, was unquestionably BART's overall best year since opening the doors for service in 1972.

Ridership on the system broke several previous records for specific months and days and by year's end was well over 50 million, easily topping 1980's 45.3 million, by a 10.9 percent increase.

Average weekday patronage saw a dramatic upward climb during the 1981 calendar year. In December 1980 the weekday average was 150,450 while in December 1981 the daily average was 184,178 (excludes Christmas eve), representing an increase of 33,728 trips.

BART General Manager Keith Bernard said that he was very gratified by the ridership growth experienced by the system this past year and believed that it signaled a new era of public confidence in the system's ability to provide reliable service.

He said that while the system has seen better than a 60 percent increase in daily ridership since 1976, this past year represented an accelerated growth that must be viewed as a prelude to what can be expected in growing public usage of the system during this decade.

Bernard said that he attributed the system's ridership growth this past year to several factors, among them the escalating costs associated with operating an automobile, the much improved reliability of the system (an average 94.2 percent on time performance) and a steadily increasing public awareness of many convenient destinations served by the system.

(MORE)

2-2-2-2- 1981 - A GREAT YEAR FOR BART

Based on current trends, BART analysts are forecasting that the system will be carrying between 250,000 and 300,000 riders a day by 1987.

Results of a public awareness survey taken in 1981 suggested that potential usage of the system, particularly commute ridership on the system, is triple what it is today.

According to Bernard BART has a major capital improvement program underway which is designed to meet the capacity demands of the 1980s especially during the peak travel periods.

"We are particularly concerned that the system be prepared to accommodate the expected growth over the next five or six years and beyond," he said.

BART's capital program includes the purchase of a new transit "C" car to supplement the current fleet. In December the Board of Directors approved going to bid and the transit district expects to go to bid on the new cars this month (January 1982). The plan calls for purchasing between 60 and 150 vehicles at an estimated cost of between \$82 million and \$152 million.

Bernard said that other critical elements of the program to increase system capacity include a new integrated control system to handle at least 75 trains on the system at once (BART's current control system is limited to 49 trains), completion of the third track through downtown Oakland, and a turn-back track at Daly City where BART's three transbay lines terminate, to provide quicker turn-arounds. The estimated cost of these and other related projects to improve system performance and capacity is expected to be about \$285 million, of which about \$210 million remains unfunded.

BART will be looking for 80-percent federal funding to help defray the costs of the improvements projects.

(MORE)

Also, this past year BART marked its ninth year in service with the opening of a major exhibit at its Embarcadero Station in September.

The exhibit depicts three eras of the system: the construction era, current operations and the future. There is a video display with two short films, one on how the system was constructed and one giving a behind the scenes look at today's operations. The exhibit will be on display at several BART stations throughout this next year. It is currently at the MacArthur Station in Oakland.

System access also saw continued improvements this past year with additional parking along some lines, and the extension of the transit district's car pool (BARTpool) program to all stations on the "C" or Concord line, El Cerrito Del Norte, Hayward, Union City, Fremont and Daly City stations. The BARTpool program offers preferential parking space for vehicles carrying three or more people to a BART station. People interested in this program can call BART directly and ask for BARTpool information. Almost 3,000 BART riders are currently signed up for the BARTpool program.

Additionally, BART Express Bus service was increased with the start-up of the new "J" line connecting West Contra Costa communities with BART's El Cerrito Del Norte Station. The "J" line began in December and offers commute hour service for the communities of Pinole, Hercules and Rodeo. Other Express Bus improvements were made on the "U-P" line which connects Pleasanton and the Bayfair Station, by adding service for

4-4-4-4 1981 A GREAT YEAR FOR BART

residents along the Foothill Road area west of I-680, and the "D" line which was extended to serve the Stoneridge Shopping Center in Pleasanton. The "D" line connects the Walnut Creek Station with Martinez and Dublin.

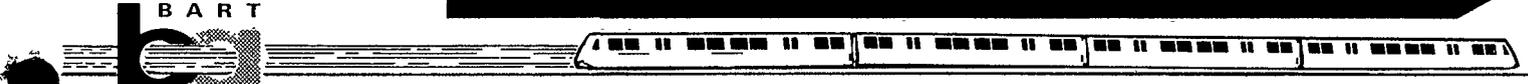
General Manager Bernard said that BART this year will continue its program to improve system access as well as programs in several other areas of vital importance. Some of these include the development of the BART/Muni fast pass, a streamlining of the Express Bus system, improved fire resistance of the transit vehicles, and the opening of a section of the third track through downtown Oakland for operational use.

By the end of 1981 BART trains had carried over 300 million passengers more than 3.9 billion passenger miles since opening the doors for service in 1972. This breaks down to 102 million ridership in the eastbay, 78.4 million in the westbay and 121.3 million transbay. While the average trip length fluctuates slightly from month to month, it is currently running about 13.5 miles.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

January 27, 1982

CONTACT: Mike Healy, Department Manager  
Public Affairs  
(415) 465-4100, Ext. 528

SPECIAL TO WEST COUNTY TIMES  
FOR IMMEDIATE RELEASE

## BART CUTS MIDDAY FARES IN FEBRUARY

BART Director Nello Bianco was very pleased this week to talk about the fact that for the first time in its operating history, the transit district will actually be cutting fares during the midday hours in February.

Bianco said all fares will be reduced by 20 percent between 10 a.m. and 3 p.m. Mondays through Fridays for the entire month of February.

He wryly noted that this comes at a time when several stories have been appearing about other transit agencies talking fare increases. But he was quick to add that BART's February decrease is of course temporary and experimental in nature.

"I am particularly pleased that BART is able to offer this special discount and, of course, we hope to learn a lot from our passengers' response to it so that we might better assess our fare policies in the future."

Bianco said that like everything else the cost to operate transit is going up but BART has the potential for defraying increasing costs by increasing off-peak ridership when there is more capacity and at no or very low additional operating costs.

"After all," Bianco said, "BART carries almost half of its daily ridership during only four hours of the operating day. The other half of our ridership is spread out over the remaining 14 hours. And those are the hours where we can achieve some economies of scale."

Bianco noted that off-peak ridership (midday, late evening, and weekends) was in fact growing. This past year the system saw its highest ridership year ever with BART trains carrying over 50 million riders. That's almost an 11 percent increase

2-2-2-2 BART CUTS MIDDAY FARES IN FEBRUARY

over the previous year's ridership, and about 52 percent of that increase taking place during the off-peak periods.

Average weekday patronage on the system saw a dramatic upward climb during the 1981 calendar year. In December 1980, the weekday average was 150,450 while in December 1981 the daily average was 184,178 (excludes Christmas Eve), representing an increase of 33,728 trips.

Bianco said the system's overall operations this past year was also its finest, with on time performance averaging about 95 percent.

He said it was also gratifying to see that ridership on the Richmond line had more than doubled since BART went into close headways operation almost a year and a half ago, which of course paved the way for direct service to San Francisco.

Based on current trends, BART analysts are forecasting that the system could be carrying between 250,000 and 300,000 riders a day by 1987. Also, a public awareness survey taken in 1981 suggested that potential usage of the system, particularly commute usage, is triple what it is today.

According to Bianco, BART has a major capital improvement program underway which is designed to meet the capacity demands of the 1980's, especially during the peak travel periods.

BART's capital program includes the purchase of a new transit car, which will be called the "C" car, to supplement the current fleet. The plan, which the board approved for bid in December, calls for purchasing between 60 and 150 vehicles at an estimated cost of \$82 million to \$150 million. Other important elements of the program to increase system capacity include a new Integrated Control System (ICS) to

3-3-3-3 BART CUTS MIDDAY FARES IN FEBRUARY

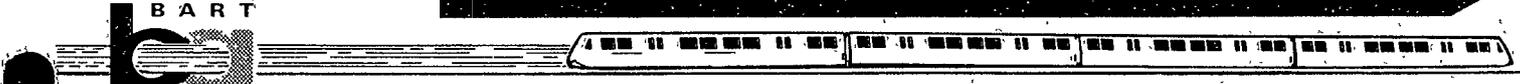
handle at least 75 trains on the system at once instead of the current constraint of 49 trains at one time, completion of the third track through downtown Oakland, and a turnback track at Daly City where BART's three transbay lines terminate, to provide quicker turn-arounds and thus higher train frequency.

Bianco said BART will be seeking 80 percent federal funding to help defray the costs of the improvement program, which will cost an estimated \$285 million.

# . # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

January 29, 1982

CONTACT: Sy Mouber, Department Manager  
Public Information  
(415) 465-4100, Ext. 528

FOR IMMEDIATE RELEASE

ADVISORY:

CEREMONY TO KICK-OFF BART REDUCED FARES - MONDAY, FEBRUARY 1, 1982, 10 AM

On Monday, February 1, at 10 a.m., BART President Eugene Garfinkle of San Francisco will place BART's reduced midday fares into effect during a ceremony to be held at the Lake Merritt BART Station in Oakland. PLEASE TRY TO ARRIVE NO LATER THAN 9:30 a.m.

This is the first time BART has lowered its fare for weekdays since it began operating in 1972. The reduced fares will be 20 percent lower than regular fares and will be in effect during the month of February 1982, Monday through Friday between the hours of 10 a.m. and 3 p.m.

Garfinkle will activate the fare table selector switch on the exit gates at the Lake Merritt Station, at precisely 10 a.m., when BART Station Agents at all of the 34 stations on the system will be doing the same thing.

The fare reduction is part of a concentrated effort and test to attract more patrons to BART during the "off-peak" non-commute hours for other than work-related trips.

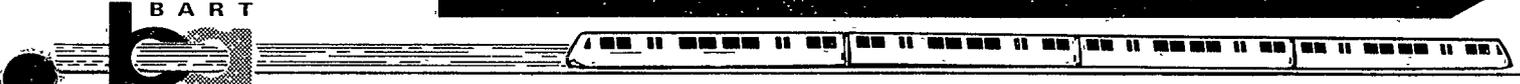
No special tickets will be needed, since BART's automatic fare system will be programmed for the reduced fares between the hours of 10 a.m. and 3 p.m. Monday through Friday.

If you plan to cover this event, please come to the Lake Merritt BART Station, use the 9th and Oak Streets entrance, as the ceremony will take place at the fare gates and add-fare machines on this side of the station. PLEASE TRY TO ARRIVE NO LATER THAN 9:30 a.m.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

January 29, 1982

CONTACT: Sy Moubert, Department Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## TAKE BART TO THE CHINESE NEW YEARS PARADE IN SAN FRANCISCO

If you want to have a front row seat, so to speak, for the Chinese New Years Parade, on Saturday, January 30, take BART to either the Embarcadero BART Station or the Powell Street BART Station, come up to Market Street and you are right on the parade route.

In order to accommodate those wishing to attend the parade, which ushers in the "Year of the Dog -- Lunar Calendar Year 4680," BART will be operating longer and extra trains beginning at 6 p.m. on the two lines which will be in service. Those coming from the Richmond area or south of Oakland will need to transfer at the downtown Oakland BART Stations for a San Francisco train. Those coming from Concord or other stations east of Oakland, direct service to San Francisco will be in service.

The parade will begin at 7 p.m. at Battery and Pine, and will proceed up Market Street to Kearny Street to the review stand which will be located between Jackson Street and Washington Street in San Francisco's Chinatown.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

January 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 515

FOR IMMEDIATE RELEASE

## BART'S REDUCED MIDDAY FARES IN EFFECT MONDAY, FEBRUARY 1

BART's reduced fares during midday hours will go into effect at all BART stations at 10 a.m. on Monday, February 1, 1982.

BART will lower its fares 20 percent on weekdays during the hours of 10 a.m. and 3 p.m. for the month of February. This is the first time BART has lowered its fares for weekdays since it began operating in 1972.

The fare reduction is a test as part of a concentrated effort to attract more patrons to ride BART during the "off-peak" non-commute hours. The reduced fares are being offered to determine if patrons can be attracted to use the transit system for other than work-related trips.

BART officials note that under the regular fare schedule most trips on the system cost less than one-third, and in many cases less than one-quarter, of the out-of-pocket costs for someone driving an automobile. Under the special reduced fares, the comparable trip cost is reduced even further. For example, the reduced fare for the longest trip on BART, i.e., from Fremont to Daly City, will be \$1.40 compared to the regular fare of \$1.75; a trip from Daly City to Montgomery Street Station in San Francisco will cost only 75 cents, as compared to the present full fare of 90 cents; a trip between Concord and Civic Center will cost \$1.30, instead of \$1.65.

BART's "excursion fare" will also be included in the fare reduction. During the month of February, passengers may ride anywhere on the system between 10 a.m. and 3 p.m. at the reduced fare of 80 cents, so long as they enter and exit at the same station.

BART trains can accommodate more passengers than are currently being carried during off-peak hours, and during the month of February BART will add more cars to off-peak trains as necessary.

No special ticket will be needed, since BART's automatic fare system will be programmed, during the designated hours, for the reduced fares.

Printed charts of the reduced fares are available to passengers at all BART stations.

# # #

FEBRUARY

1982 NEWS RELEASES

FEBRUARY

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- Y-13 NOW THAT'S A BARGAIN!!
- Y-14 PIX CAPTION BART'S NEW REDUCED MIDDAY FARE IS NOW IN EFFECT
- Y-15 PIX CAPTION BART RECEIVES PLAQUE FOR EDUCATIONAL PROGRAM
- Y-16 SCHOOLS AND NEWSPAPER JOIN EDUCATIONAL PROJECT
- Y-17 PIX CAPTION BART RECEIVES PLAQUE FOR EDUCATIONAL PROGRAM
- Y-18 PIX CAPTION BART RECEIVES PLAQUE FOR EDUCATIONAL PROGRAM
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- Y-27 BART PUBLISHES PASSENGER NEWSLETTER
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- Y-29 TAKE BART TO THREE COLISEUM EVENTS THIS WEEK
- Y-30 TAKE BART TO THREE COLISEUM EVENTS  
*BART GOES TO BID ON TRANSIT VEHICLE FIRE - HARTZMAN'S PROJECT*
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- Y-32 BART RIDERS GET DISCOUNT ON AVON TENNIS TOURNAMENT  
ADVISORY
- Y-33 TAKE BART TO AVON TENNIS TOURNAMENT AT COLISEUM THIS WEEKEND
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# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

February 1, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566FOR IMMEDIATE RELEASE

## TAKE BART TO THE WARRIORS BASKETBALL GAME AT THE COLISEUM

BART is the best way to get to the Oakland Coliseum Arena on Tuesday, February 2, where the Golden State Warriors will play the Los Angeles Lakers.

The game between the Warriors and Lakers, who are presently leading the NBA Pacific Division, will begin at 8 p.m.

BART patronage to the Coliseum is steadily increasing as more and more people are discovering that BART is the most convenient and economical way to travel to Coliseum events.

BART trains operate Monday through Saturday from 6 a.m. to midnight and Sunday from 9 a.m. to midnight. After 6 p.m., BART passengers coming from San Francisco or Concord should transfer at any of the downtown Oakland BART stations and board a Fremont train to get to the Coliseum. The Coliseum Arena is only a short distance from the station via an aerial walkway.

BART offers a 90 percent fare discount for children ages five through 12 and seniors 65 years or older. Children four years old and under ride free. BART red and green discount tickets are available at most major banks and savings and loan institutions.

BART weekend and evening schedules are available at all BART stations.

# # #

Y-13

BART

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

February 1, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## PIX CAPTION

### NOW THAT'S A BARGAIN!!

Patsy Surratt of Oakland, a BART station agent, notes with great anticipation what the new reduced midday fares will mean to BART patrons.

"Twenty percent off, that's a great bargain," says Surratt as she shows off the schedule of reduced fares which are available at all BART stations.

The new reduced fares will be in effect from Monday to Friday, for the entire month of February. Fares are lowered twenty percent on all routes, in order to encourage people to use BART for other than work related trips.

This is the first time BART fares have been reduced for midday trips since the system began operating. The plan to reduce fares is actually a test to determine if patrons can be attracted to use the system during the midday hours when trains have plenty of room for more passengers.

BART officials say that if the lower fares attract enough extra riders, consideration will be given to making the midday discount permanent.

For January 1982 the average weekday patronage reached a level of 186,040, the highest ever achieved. The new reduced fares are expected to mean an even higher level of ridership.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

February 1, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEPIX CAPTIONBART'S NEW REDUCED MIDDAY FARE IS NOW IN EFFECT

BART Station Agent Patsy Surratt, of Oakland, watches as Eugene Garfinkle, President of the BART Board of Directors, puts the system's new reduced midday fares into effect at the Lake Merritt BART Station. William Goetz, BART's comptroller/treasurer is watching the process.

Garfinkle noted that the new reduced fares will be in effect from Monday to Friday, for the entire month of February. Fares are lowered twenty percent on all routes, in order to encourage people to use BART for other than work related trips.

This is the first time BART fares have been reduced for midday trips since the system began operating. The plan to reduce fares is actually a test to determine if patrons can be attracted to use the system during the midday hours, when trains have plenty of room for more passengers.

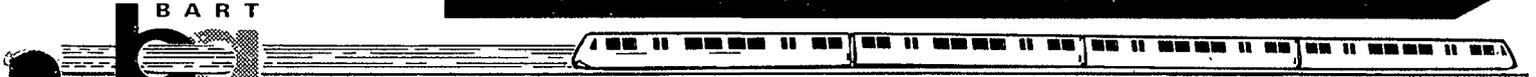
BART officials say that if the lower fares attract enough extra riders, consideration will be given to making the midday discount permanent.

For January 1982, the average weekday patronage reached a level of 186,040, the highest ever achieved. The new reduced fares are expected to mean an even higher level of ridership.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert  
Manager, Public Information  
(415) 465-4100, Ext. 514

February 1, 1982

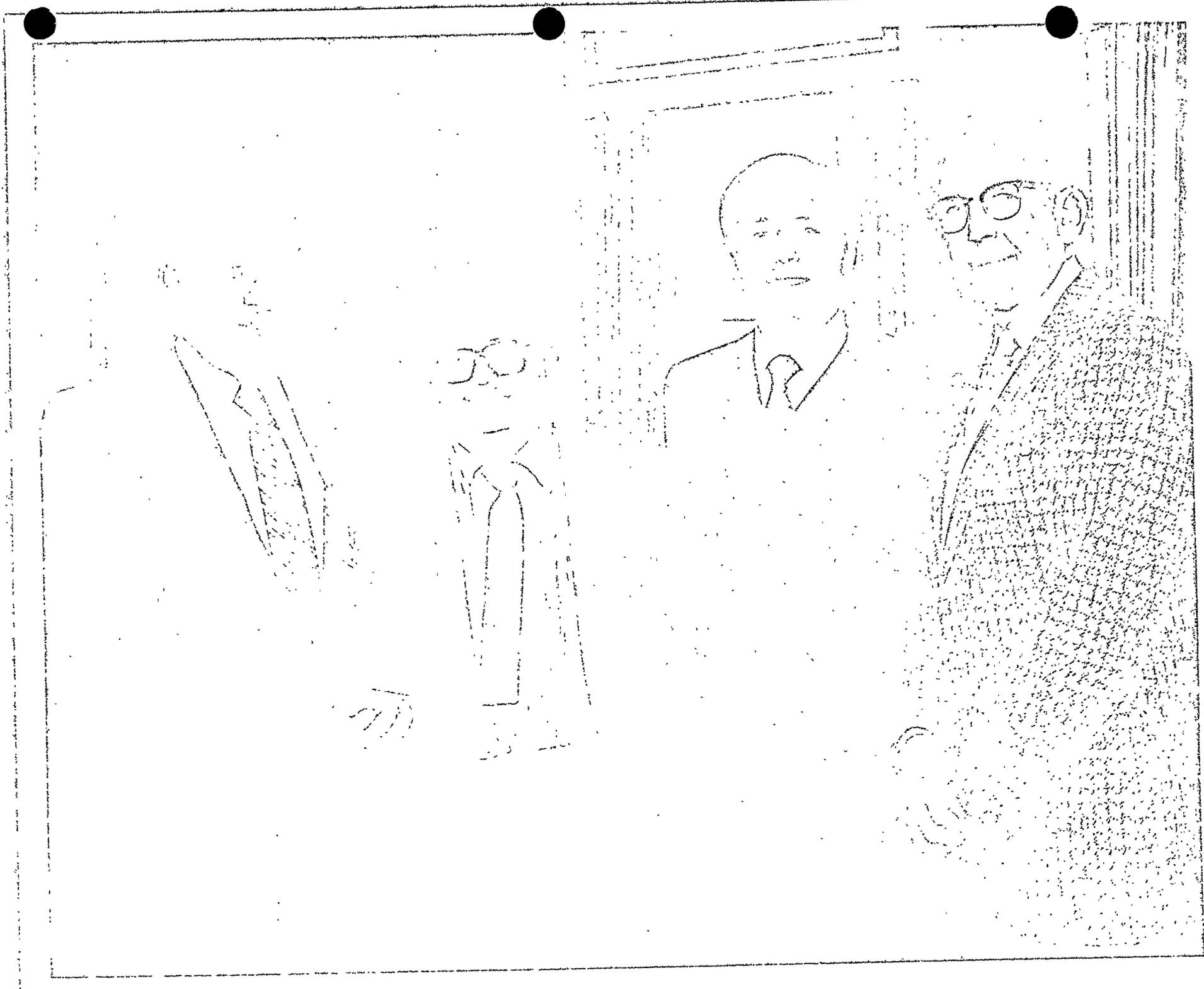
FOR IMMEDIATE RELEASE

PIX CAPTION

## BART RECEIVES PLAQUE FOR EDUCATIONAL PROGRAM

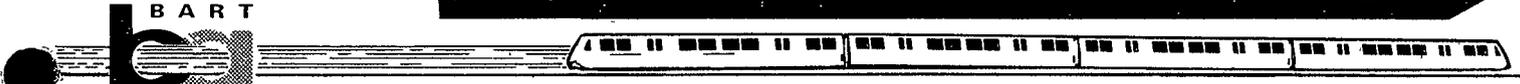
BART receives an award for its sponsorship of a project which provided specially designed tabloid newspapers for educational purposes in 140 schools in Alameda and Contra Costa counties. Receiving the plaque for the transit district was Sy Moubert, BART's Manager, Public Information (second from left) from Robert Maynard, Editor and Publisher of the Oakland Tribune/Eastbay TODAY (L), publishers of the tabloid; and Richard LaPointe, Superintendent of Schools in Contra Costa County; and Ned Clyde, President of that county's school district. The tabloid has proven to be very beneficial as a teaching tool in the secondary schools.

# # #



# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert  
Manager, Public Information  
(415) 465-4100, Ext. 514

February 1, 1982

FOR IMMEDIATE RELEASE

PIX CAPTION

SCHOOLS AND NEWSPAPER JOIN EDUCATIONAL PROJECT

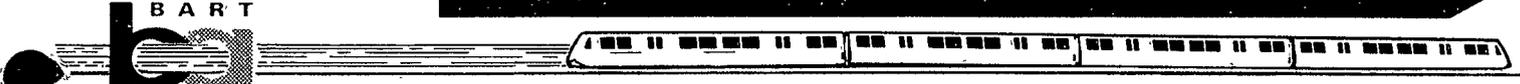
Robert Maynard (C), Editor and Publisher of the Oakland Tribune/Eastbay TODAY, holds the tabloid which is being used in 140 schools in Alameda and Contra Costa counties. The newspaper, in conjunction with BART, published the tabloid, which has proven to be a very beneficial educational tool in the secondary schools. With Maynard (L to R) are Robert C. Coney, Superintendent and Charles Briscoe, President of the Alameda County School District; Richard LaPointed, Superintendent and Ned Clyde, President of the Contra Costa County School District.

# # #



# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober  
Manager, Public Information  
(415) 465-4100, Ext. 514

February 1, 1982

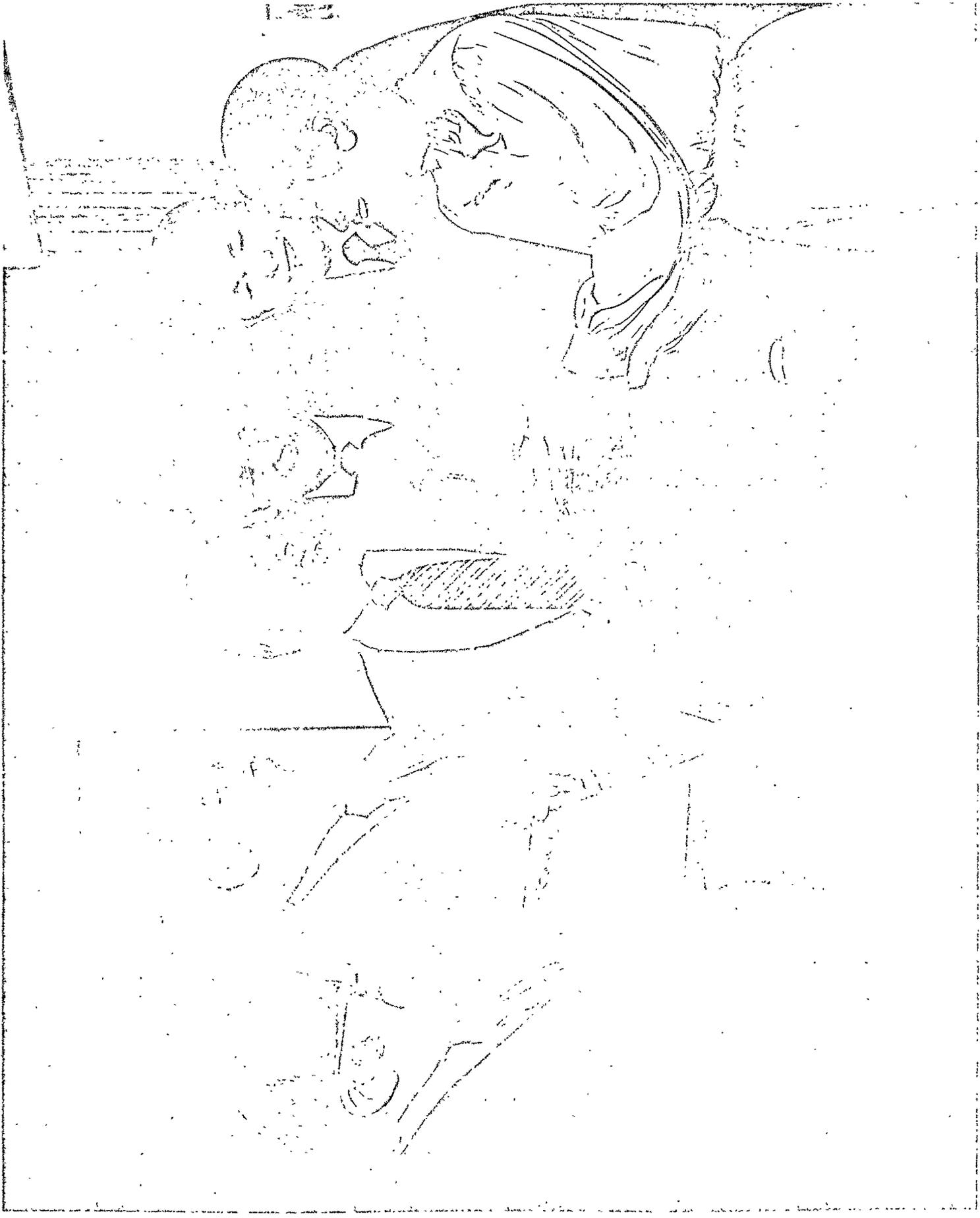
FOR IMMEDIATE RELEASE

PIX CAPTION

BART RECEIVES PLAQUE FOR EDUCATIONAL PROGRAM

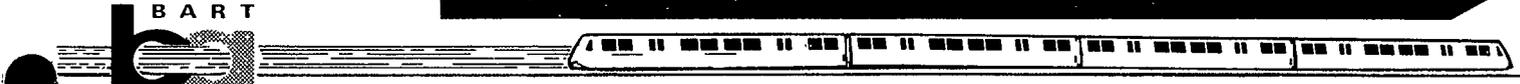
In recognition of BART's sponsorship of a project which provided specially designed tabloid newspapers for educational purposes to 140 schools in Alameda and Contra Costa counties, Robert C. Maynard (third from left), Editor and Publisher of the Oakland Tribune/Eastbay TODAY and Patsy Adams, manager of the newspaper community/educational service, are shown presenting plaques to (from left) Sy Mober, BART's Manager of Public Information, and Harold Taylor, BART's Chief of Police. Looking on are Robert C. Coney (next to Maynard), Superintendent of Schools in Alameda County and Richard LaPointe, Superintendent of Schools in Contra Costa County.

# # #



# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert  
Manager, Public Information  
(415) 465-4100, Ext. 514

February 1, 1982

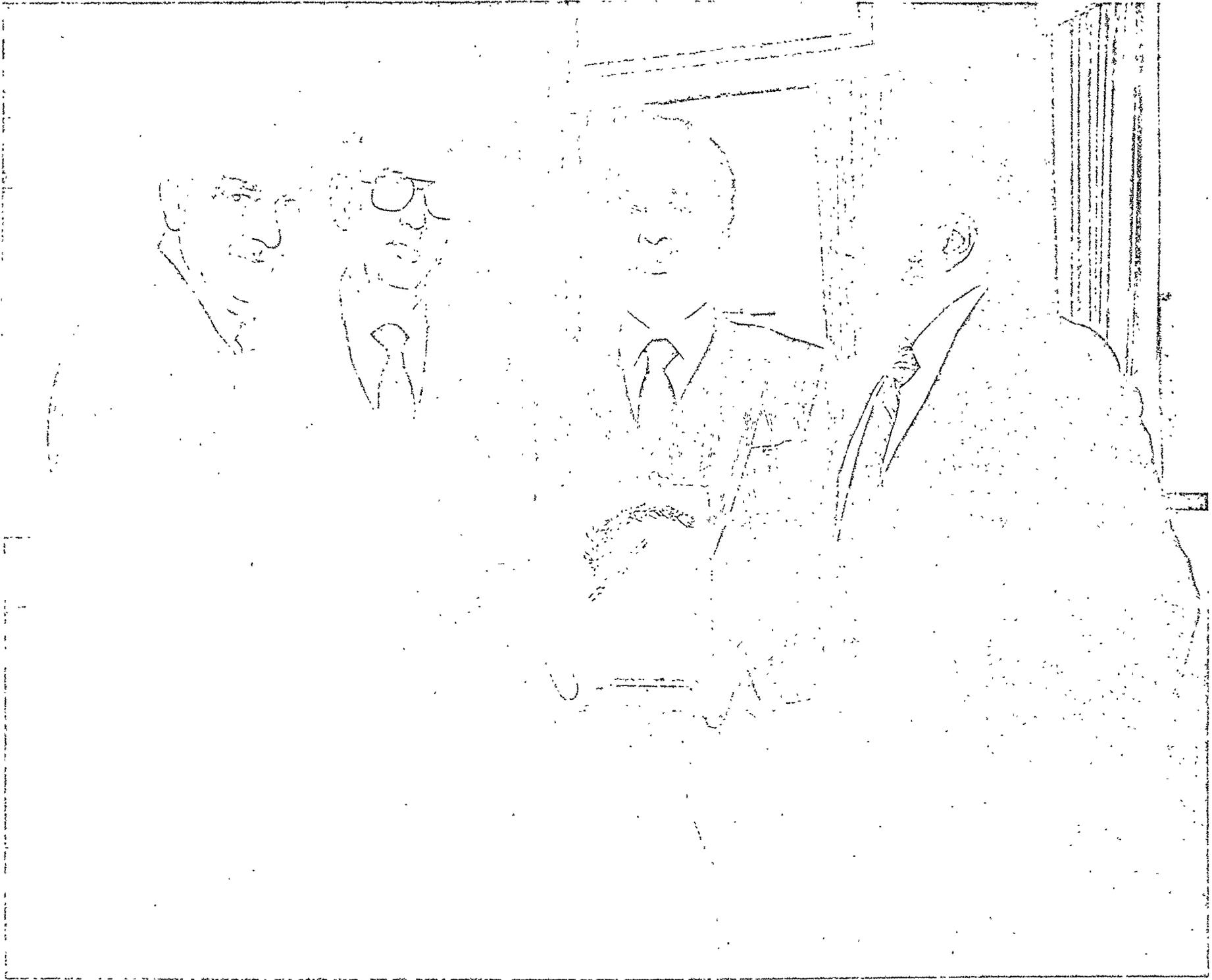
FOR IMMEDIATE RELEASE

PIX CAPTION

BART RECEIVES PLAQUE FOR EDUCATIONAL PROGRAM

In recognition of BART's sponsorship of a project which provided specially designed tabloid newspapers for educational purposes in 140 schools in Alameda and Contra Costa counties, BART's Chief of Police Harold Taylor (second from right) receives a plaque from Robert C. Maynard (R), Editor/Publisher of the Oakland Tribune/Eastbay TODAY. Joining in the presentation is Robert C. Coney (left) Superintendent of Alameda County Schools and Charles Briscoe, President of that county's school district.

# # #



Y-19

BART

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

February 4, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## DALY CITY BART STATION CLOSED SATURDAY EVENING AND SUNDAY DUE TO REPAIR WORK

From 8 p.m. Saturday, February 6 until 6 a.m. Monday, February 8, the Daly City BART Station will be closed due to repair work on the trackway electrical cable which was damaged several weeks ago in a wayside electrical fire.

Train service on the Daly City/San Francisco line will terminate at the Balboa Park BART Station during the time of the repair work. BART will provide free shuttle bus service connecting the Daly City and Balboa Park stations. As parking at the Balboa Park station is limited to street parking only, BART is encouraging passengers to park at Daly City station and use the free shuttle bus.

Operating at twenty-minute intervals, the buses will arrive at the stations prior to train arrival and will wait for passengers until five minutes after passengers have disembarked the train. The buses will be San Francisco MUNI buses and will be identified as "99 BART."

At Balboa Park, the "99 BART" bus will stop on the north side of Geneva Avenue. At Daly City station, the "99 BART" will stop at the regular "MUNI 28" stop located in the bus loading area.

# # #

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Mike Healy, Department Manager  
Public Affairs  
(415) 465-4100, Ext. 528

February 4, 1982

FOR IMMEDIATE RELEASE

BART DIRECTOR MARGARET PRYOR APPOINTED  
TO JOINT AC TRANSIT AND BART COORDINATING COMMITTEE

BART Board of Directors President Eugene Garfinkle, of San Francisco, today announced the appointment of Director Margaret Pryor to serve on the joint AC Transit and BART Coordinating Committee.

Pryor, who represents Alameda and east Oakland, will join with BART Director Robert Allen, of Livermore, and AC Transit Directors Roy Nakadegawa (director-at-large), William Berk, of Richmond, and Ray Rinehart, of Oakland, to serve on the committee to coordinate services between the two transit agencies.

The coordinating committee was established in February 1980 to coordinate transit connections, transfers, consumer information and service levels. It serves as a direct communication link between the two boards of directors and their respective staffs.

This has been the first joint committee between the two transit operators to work at the policy-making level since the inauguration of the elected BART Board.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Mike Healy  
Department Manager, Public Affairs  
(415) 465-4100, Ext. 528

February 10, 1982

SPECIAL TO THE INDEPENDENT  
& GAZETTE - FOR IMMEDIATE RELEASE

## BART'S BIANCO - PROUD OF SYSTEM'S PROGRESS - LOOKS TO FUTURE

BART's senior director, Nello Bianco, who is one of Richmond's own, is very proud these days of the transit system's dramatic progress.

This past year, according to Bianco, BART saw many of its programs result in major overall improvements to the system's performance with emphasis on reliability.

Bianco noted that 18 months ago direct service between Richmond and San Francisco was inaugurated after many years of waiting. This milestone represented the attainment of one of his long-term goals for the system and for the residents of the Richmond line and west Contra Costa County in general.

"It's gratifying to see that ridership on the Richmond line has more than doubled since BART began the direct service. And there's still room to grow on this line," Bianco said.

He said he was also very pleased to see the increase this past year in BART Express Bus service which connects the El Cerrito Del Norte Station with the fast growing areas of Rode, Hercules, Crockett and El Sobrante. This service, called BART's "J" line, is now providing peak hour service.

Bianco said he was also pleased that for the first time in its operating history the transit district cut fares during the midday hours this month (February).

"We hope to learn a lot from our passengers' response to it so that we might better assess our fare policies in the future."

Bianco said that like everything else the cost to operate transit is going up but BART has the potential for defraying increasing costs by increasing off-peak ridership when there is more capacity and at no or very low additional operating costs.

"After all," Bianco said, "BART carries almost half of its daily ridership during only four hours of the operating day. The other half is spread out over the remaining 14 hours. And those are the hours where we can achieve some economies of scale."

Bianco noted that off-peak ridership (midday, late evening, and weekends) was in fact growing. This past year the system saw its highest ridership year ever with BART trains carrying over 50 million riders. That's almost an 11 percent increase over the previous year's ridership, and about 52 percent of that increase taking place during the off-peak periods.

Average weekday patronage on the system saw a dramatic upward climb during the 1981 calendar year. In December 1980, the weekday average was 150,450, while in December 1981 the daily average was 184,178 (excludes Christmas Eve), representing an increase of 33,728 trips.

Bianco said the system's overall operations this past year was also its finest, with on time performance averaging about 95 percent.

He said it was also gratifying to see that ridership on the Richmond line had more than doubled since BART went into close headways operation almost a year and a half ago, which of course paved the way for direct service to San Francisco.

Based on current trends, BART analysts are forecasting that the system could be carrying between 250,000 and 300,000 riders a day by 1987. Also, a public awareness survey taken in 1981 suggested that potential usage of the system, particularly commute usage, is triple what it is today.

According to Bianco, BART has a major capital improvement program underway which is designed to meet the capacity demands of the 1980's, especially during the peak travel periods.

BART's capital program includes the purchase of a new transit car, which will be called the "C" car, to supplement the current fleet. The plan, which the board

approved for bid in December, calls for purchasing between 60 and 150 vehicles at an estimated cost of \$82 million to \$150 million. Other important elements of the program to increase system capacity include a new Integrated Control System (ICS) to handle at least 75 trains on the system at once instead of the current constraint of 49 trains at one time, completion of the third track through downtown Oakland, and a turnback track at Daly City where BART's three transbay lines terminate, to provide quicker turn-arounds and thus higher train frequency.

Bianco said BART will be seeking 80 percent federal funding to help defray the costs of the improvement program, which will cost an estimated \$285 million.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mouber  
 Manager, Public Information  
 (415) 465-4100, Ext. 514

February 10, 1982

FOR IMMEDIATE RELEASE

## BART TAKES OVER EASTERN PARKING LOT AT LAFAYETTE STATION

Director Barclay Simpson of Lafayette today announced that BART on Thursday, February 11, 1982, will take over the ownership of the Lafayette Parking Lot located at Oak Hill Road and Deer Hill Road. The parking lot, which will accommodate approximately 400 cars, previously had been leased to the City of Lafayette by the State of California.

"I am very pleased to make this announcement about BART assuming both the ownership and responsibility of this parking lot in order to provide maximum service to BART patrons," said Simpson.

Simpson went on to note that the physical layout of the parking lot will remain the same for the time being, and that BART intends to install lights and paving as soon as funding is available.

According to Simpson, the parking lot is to be used for BART passengers only. A BART passenger is defined as someone who parks his car and immediately boards a train.

"This means that people who are currently using the lot as a carpool area and not boarding a train will be issued parking citations. To avoid receiving citations, do not park in the lot unless you immediately board a BART train," stated Simpson.

Simpson pointed out that for persons wishing to carpool to work parking for approximately 200 cars is available on the street at the west end of Mt. Diablo Blvd., between El Nido Ranch Road and Acalanes Road, an area which allows direct access to the freeway. The 355A bus connects this area with the Lafayette BART Station.

BART Police will be responsible for policing the lot, issuing parking and traffic citations, and responding to any problems that occur in the lot. Patrons having

2-2-2-2 BART TAKES OVER EASTERN PARKING LOT AT LAFAYETTE STATION

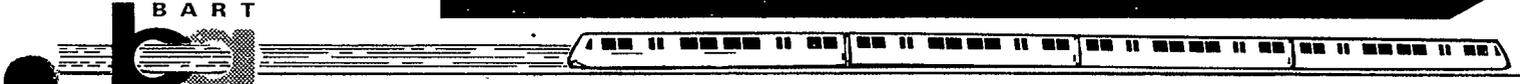
problems regarding the lot should report this situation directly to the BART Police or direct the Station Agent to call BART Police for them.

A Passenger Bulletin announcing the acquisition of the parking lot at Lafayette BART Station will be available at this station beginning immediately.

# # #

# NEWS RELEASE

Y-23  
BART

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

February 10, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## TAKE BART TO "ICE FOLLIES AND HOLIDAY ON ICE"

BART trains go directly to the Coliseum, where the "Ice Follies and Holiday on Ice" will take place February 10-15, 1982.

BART is a convenient and inexpensive way to get to the Coliseum Arena, where the ice extravaganza is only a short distance away via an aerial walk-way from the Coliseum BART Station.

BART weekend and evening train schedules are available at all BART stations, and are a handy and useful reference when planning trips on BART.

The "Ice Follies and Holiday on Ice" will feature the world's best figure skaters, including Olympic Silver Medalists Andras Sallay and Christina Regoczy.

Children will get a \$1.50 discount on selected performances. Red and green discount BART tickets are available to persons 65 years or older and children ages five through 12. These special tickets are a 90 percent discount off the regular BART fare and are available at most major banks and savings and loan institutions. Children ages four and under ride BART free.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**CONTACT: Mike Healy  
Department Manager, Public Affairs  
(415) 465-4100, Ext. 528

February 9, 1982

FOR IMMEDIATE RELEASE

## BART LOOKS AT NEW CONTROL SYSTEM PLAN

The BART Board's Engineering and Operations Committee received a new and scaled back proposal for the transit district's long planned replacement of its computer control system to increase passenger capacity, at a meeting held on Tuesday, February 9.

Originally the plan called for BART to purchase a network of some 90 individual computers responsible for a wide variety of functions from supervising train scheduling and yard control to the control of electronic train destination signs on station platforms. Known as ICS for Integrated Control System, the total project cost was estimated to be about \$28.6 million, most of which is being funded through state and federal assistance.

According to BART General Manager Keith Bernard, a bid for providing the necessary computer hardware was received this past November and recently rejected by the BART Board of Directors because it exceeded the budget for this segment of the project by about 50 percent. That is, the hardware alone, estimated to cost a little over \$10 million, was bid at over \$16 million.

The revised plan calls for a more centralized computer network which initially reduces the actual number of new computers from the originally planned 90 to 10. This would reduce the hardware cost and still provide for the basic need of increasing system capacity from the current maximum of 49 trains to 75 trains.

The new computers under the revised plan would also accommodate additional trains if future extension plans are realized--up to a total of 115 trains on the system at once.

While the basic objectives would be met by the reduced number of computers, some streamlining of interface functions between various electronic elements of the system

-- MORE --

2-2-2-2 BART LOOKS AT NEW CONTROL SYSTEM PLAN

would be eliminated. This means that other than increasing train capacity the train control functions would initially remain the same as at present.

By scaling back the computer control project, an important element in the transit system's capital improvement program, BART officials believe the project can be completed within the budget and on a timely schedule.

The revised ICS project will come before another meeting of BART's Engineering and Operations Committee, where recommendation for approval by the full board will be considered.

Over the next five years, BART also plans to purchase new transit cars to meet capacity demands, complete the third track through downtown Oakland, construct a turnback facility at Daly City to enhance train frequency, as well as to complete sundry other improvement projects.

# # #

Y-25  
BART

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

February 11, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## BART TRAINS TO OPERATE ON SATURDAY SCHEDULE ON MONDAY, FEBRUARY 15

On Monday, February 15, BART trains will operate on a Saturday schedule, in observance of Washington's Birthday. Holiday travelers will find BART's reduced midday fares in effect on Monday.

During the month of February, BART fares are reduced 20 percent between the hours of 10 a.m. and 3 p.m. on weekdays.

The Saturday schedule means that trains will operate at 20-minute intervals on all four lines from 6 a.m. until 6 p.m. In downtown Oakland and San Francisco, trains will operate approximately seven minutes apart. After 6 p.m., BART's regular two-route evening schedule will go into effect. BART's "Weekend & Evening Schedule" is available at all BART stations.

All BART Express Buses will also be operating on a Saturday schedule. The "Concord SST" -- the BART shuttle bus to the Concord station -- will not be in service on Monday.

BART administrative offices will be closed on Monday, in observance of the Washington Birthday holiday.

# # #

# NEWS RELEASE

Y-26  
BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

February 12, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## THE DAILY DOUBLE: BART AND AC TRANSIT

As the gates open for the 1982 racing season, bay area people have found BART and AC Transit to be their best bet for getting to Golden Gate Fields.

From now until the end of the racing season, BART patrons can get to the track via AC Transit's "Pony Express" shuttle service from the Berkeley and North Berkeley BART stations. On race days, the "Pony Express" buses operate from the two BART stations to Golden Gate Fields between approximately 11 a.m. and 6 p.m. Schedules are available on all "Pony Express" buses.

The A. C. Transit shuttle fare between either of the BART stations and the race-track is 50 cents, one-way. No transfers will be issued or accepted. Discount fares for seniors, youths and handicapped persons are not given for the special shuttle service.

During February, BART patrons riding to the track during midday hours can take advantage of BART's reduced midday fares. BART patrons entering and exiting the station on weekdays between 10 a.m. and 3 p.m. will get a 20 percent discount off the regular BART fare.

BART implemented the reduced fares in an effort to encourage people to use BART during non-commute hours. Thus far, the program has achieved its projected goal of a 3 percent increase in midday patronage.

# # #

# NEWS RELEASE

Y-27  
BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Mike Healy, Department Manager  
Public Affairs  
(415) 465-4100, Ext. 528

February 12, 1982

FOR IMMEDIATE RELEASE

## BART PUBLISHES PASSENGER NEWSLETTER

The first issue of "BART TIMES," a brand new publication for the transit system's riders is now available free of charge in all BART stations.

The inaugural issue of this four page newsletter contains articles on BART's current operations and future plans, interviews with BART directors, plus a feature on station agents. Also included is a special profile of KCBS traffic reporter Chris Brecher. Other traffic reporters will be featured in future editions. The BART TIMES also contains a full-page calendar of current events in the many communities served by the system, and provides information on how to reach them on BART.

In the future, the newsletter may expand to publishing on a monthly basis instead of bi-monthly.

BART believes this will be an excellent way to inform its riders about the system's operations, what makes the system tick, new system features, and about its long-range plans to increase service capacity to meet growing ridership demands, particularly during the peak travel periods.

A space has been reserved for comments from the readers, something like a letter to the editor section. The newsletter may be found in the racks alongside the system's brochures in the stations.

# # #

CONTACT: Sy Mober  
Manager, Public Information  
(415) 465-4100, Ext. 514

February 12, 1982

FOR IMMEDIATE RELEASE

TAKE BART DIRECTLY TO THE BLACK FILMMAKERS' 9TH ANNUAL AWARDS CEREMONY

Black Filmmakers Hall of Fame 9th Annual Awards on Saturday, February 14, to be held at the Paramount Theater in Oakland, begins at 2 p.m., and can be reached directly by taking BART to 19th Street Station in Oakland. The Paramount Theater is located on the street level directly above the station. Top stage and screen personalities will be inducted into the Black Filmmakers Hall of Fame, and ceremonies will be held at 2 p.m., which will be preceded by a sidewalk reception in front of the theater which starts at 1:30.

The Ninth Annual Oscar Micheaux Awards Ceremony is the culmination of the Bay Area celebration of Black History Month.

Among those to be inducted into the Hall of Fame, are Cab Calloway, Yaphet Koto and Jester Hairston.

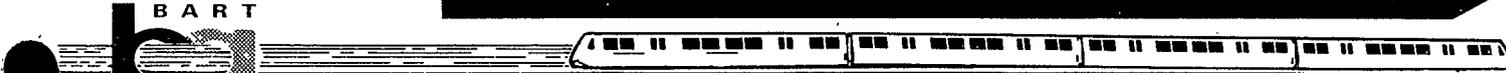
The award is named in honor of Oscar Micheaux, a pioneer of the '30s and '40s cinema.

The ceremony is open to the public and tickets are available at the theater by calling (415) 465-0804.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

February 16, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## TAKE BART TO THREE COLISEUM EVENTS THIS WEEK

BART is the most convenient and economical way to get to the Coliseum, where this week the Christian Athletic League championship basketball games, Golden State Warriors vs. Washington Celtics, and the Bay Area Auto Show will take place.

On February 17, beginning at 3 p.m., the championship games of the Christian Athletic League basketball teams will be held at the Coliseum Arena. The best of the bay area's Christian high school teams will be competing in the championship games.

Immediately following the high school basketball games, the Golden State Warriors will compete against the Washington Celtics, beginning at 7:30 p.m. Persons with tickets to the Warriors/Celtics game will be given free admission to the Christian Athletic League games on February 17.

Another event taking place this week at the Coliseum is the Bay Area Auto Show, on February 19, 20 and 21.

During February, BART patrons using the system during midday hours can take advantage of BART's reduced midday fares. BART patrons entering and exiting the station on weekdays between 10 a.m. and 3 p.m. will get a 20 percent discount off the regular BART fare.

BART trains operate Monday through Saturday from 6 a.m. to midnight and Sunday from 9 a.m. to midnight. After 6 p.m., BART passengers coming from San Francisco or Concord should transfer at any of the downtown Oakland BART stations and board a Fremont train to get to the Coliseum. The Coliseum Arena is only a short distance from the station via an aerial walkway.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

February 17, 1982

FOR IMMEDIATE RELEASE

## TAKE BART TO THREE COLISEUM EVENTS

Three major events--the free Bay Area Auto Show; Golden State Warriors vs. Washington Bullets, and Christian Athletic League championship basketball games--will take place at the Coliseum Arena this weekend, and BART is the best way to get there.

All of the latest automobile models will be on display at the Bay Area Auto Show in the Exhibit Hall at the Coliseum Arena from 1 p.m. to 9 p.m. on Friday, February 19, and Saturday, February 20; and from 1 p.m. to 6 p.m. on Sunday, February 21. There is no admission charge for this show, which is sponsored by all major automobile manufacturers.

On February 20, beginning at 3 p.m., the championship games of the Christian Athletic League basketball teams will be held at the Coliseum. The best of the bay area's Christian high school teams will be competing in the championship games.

Following the high school basketball games, the Golden State Warriors will compete against the Washington Bullets, scheduled to begin at 8 p.m. Persons with tickets to the Warriors/Bullets game will be given free admission to the Christian Athletic League games on February 20, when the boys' game will begin at 3 p.m. and the competition between the girls' teams will begin at 5 p.m.

During February, BART patrons using the system during midday hours can take advantage of BART's reduced midday fares. BART patrons entering and exiting the station on weekdays between 10 a.m. and 3 p.m. will get a 20 percent discount off the regular BART fare.

BART trains operate Monday through Saturday from 6 a.m. to midnight and Sunday from 9 a.m. to midnight. After 6 p.m. Mondays through Saturdays, and on Sundays, BART passengers coming from San Francisco or Concord should transfer at any of the downtown Oakland BART stations and board a Fremont train to get to the Coliseum Station. The Coliseum Arena is only a short distance from the station via an aerial walkway.

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

February 18, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART GOES TO BID ON TRANSIT VEHICLE FIRE HARDENING PROJECT

BART President Eugene Garfinkle, of San Francisco, today announced that the BART Board of Directors have directed General Manager Keith Bernard to advertise for bidders on the \$19 million project which will significantly improve the fire resistance of BART cars.

Included in the fire hardening project will be the removal and replacement of the existing interior liners of the cars with fire resistant material, installing fire resistant materials in the sidewalls and ceiling to serve as a "fire stop" to prevent the spread of combustion, coating the interior of the car roof with a fire resistant paint, coating of selected floor panel areas with a protective covering, and the installation of brake grid heat shields.

According to Ralph Weule, Department Manager of BART's Safety Department, the work to be accomplished in the fire hardening program will prevent fire from spreading should an arsonist attempt to start a fire in a car. Weule noted that when the new seat cushions of low-smoke neoprene, with a covering of 90 percent wool, were replaced in all the BART cars last year, it thereby removed the principle source of combustion from the interior of the transit vehicle.

Completion of this phase of BART's extensive fire resistant modification program will require about 2 ½ years. When the fire hardening retrofitting of the present BART fleet begins in about one year, there will be some impact on service, since it will be necessary to take 16 cars per day out of service, in order to maintain the planned schedule of completing four cars per day. <sup>wur</sup>

Funding for BART's fire hardening program will come from federal and state sources, excess bridge tolls and BART reserve funds.

Bidding documents will be available from the office of BART's District Secretary at BART headquarters, 800 Madison Street, in Oakland, on March 1. All bids must be received by the District Secretary's office no later than 2 p.m. on May 1, 1982. It is anticipated that the contract will be awarded in early June.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

February 22, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566FOR IMMEDIATE RELEASEBART RIDERS GET DISCOUNT ON AVON TENNIS TOURNAMENT

BART riders will receive a discount on tickets for the Avon Tennis Tournament being held at the Oakland Coliseum Arena February 22 through 28.

On Monday through Wednesday nights, persons presenting a BART ticket at the Coliseum box office window will receive a \$2 discount off the regular \$7 loge ticket. As BART exit gate machines keep exact-fare tickets, BART riders should purchase a round-trip ticket before entering the station.

Competing in the \$150,000 tournament are Wimbledon Champion Chris Evert Lloyd and defending champion Andrea Jaeger. Other top contenders are Pam Shriver; Sylvia Hanika, of West Germany; Wendy Turnbull, of Australia; and Bettina Bunge.

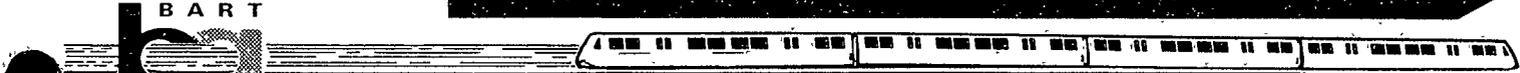
The Coliseum BART Station is just a short distance from the Coliseum Arena, via an aerial walkway. BART trains operate until midnight, seven days a week. After 6 p.m., and on Sundays, persons traveling from Concord and San Francisco must transfer to a Fremont train at any downtown Oakland BART Station.

Discount BART tickets are available for persons 65 years or older and children ages 5 through 12. These special green and red BART tickets are sold at most major banks and savings and loan institutions. Children four and under ride BART free.

# # #

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

February 26, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## ADVISORY

### TAKE BART TO AVON TENNIS TOURNAMENT AT COLISEUM THIS WEEKEND

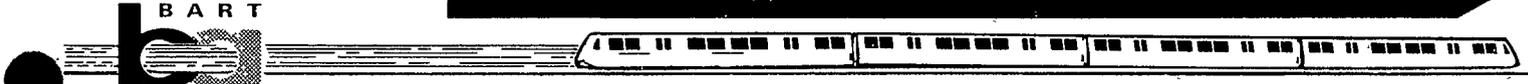
The final days of the Avon tennis tournament will be played at the Oakland Coliseum Arena this weekend and the best way to travel there is by BART.

The Coliseum BART Station is just a short distance away from the Coliseum Arena via an aerial walkway. BART trains operate until midnight seven days a week. After 6 p.m. and on Sundays, persons traveling on BART from Concord and San Francisco to the Coliseum must transfer to a Fremont train at any downtown Oakland station. To aid in travel plans, BART encourages passengers to pick up its weekend and evening train schedule, available at all BART stations.

# # #

# NEWS RELEASE

BART

The BART logo features a stylized 'B' with 'ART' to its right. Below the logo is a horizontal line representing a train track, with a train car depicted above it. The train car has a series of windows and doors along its length.

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

February 26, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## LAST DAY OF REDUCED BART FARES

Today, February 26, marked the last day of BART's reduced midday fares.

During the month of February BART reduced its fares 20 percent between the hours of 10 a.m. and 3 p.m. on weekday. The fare reduction is the first element of a concentrated five-month marketing effort designed to attract more people to ride BART during midday hours. During off-peak, non-commute hours there is available capacity on BART trains to accommodate larger passenger loads. The marketing plan is designed to encourage the use of BART for other than work-related trips.

During the second week of February, BART achieved its highest average weekday patronage of more than 193,000. On Tuesday, February 23, when there was a massive traffic tie-up on the Bay Bridge, BART extended its commute hours and consequently carried an estimated 10,000 additional passengers. By the end of the day, the total patronage was 199,500 -- the highest Tuesday ridership figure recorded in BART's history.

Patronage figures indicate that BART achieved its goals of a three percent increase in midday ridership for the month of February. BART statisticians will review patronage figures in more detail and will be watching ridership trends to determine what portion of the increased midday patronage will be maintained without the reduced fares.

# # #

MARCH

1982 NEWS RELEASES

MARCH

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- Y-36 MORE PARKING AVAILABLE AT FREMONT BART STATION
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- Y-45 FACT SHEET - REGIONAL ADMINISTRATIVE FACILITY
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- Y-48 PIX CAPTION: CONSTRUCTION STARTS ON NEW BART/MTC/ABAG GOVERNMENTAL CONDOMINIUM IN OAKLAND
- Y-49 PIX CAPTION: A BIG SHOVEL FOR A BIG JOB
- Y-50 PIX CAPTION: CONSTRUCTION STARTS ON NEW \$12.6 MILLION GOVERNMENTAL CONDOMINIUM IN OAKLAND
- Y-51 PIX CAPTION: A BIG SHOVEL FOR A BIG JOB
- Y-52 PIX CAPTION: CONSTRUCTION STARTS ON NEW \$12.6 MILLION GOVERNMENTAL CONDOMINIUM IN OAKLAND
- Y-53 PIX CAPTION: CONSTRUCTION UNDERWAY FOR FIRST GOVERNMENTAL CONDOMINIUM IN DOWNTOWN OAKLAND
- Y-54 PIX CAPTION: A BIG SHOVEL FOR A BIG JOB
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- Y-56 BIANCO WANTS MORE PARKING FOR EL CERRITO DEL NORTE
- Y-57 BARTPOOL PARKING PERMITS NOW AVAILABLE FROM BART POLICE DEPARTMENT
- Y-58 BART/MUNI TRANSFERS WILL COST SIXTY CENTS

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy  
 Department Manager, Public Affairs

March 4, 1982

CONTACT: Sy Moubert, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART MODIFIES "U" EXPRESS ROUTE IN LIVERMORE

BART Director Robert S. Allen, of Livermore, today announced that beginning on Monday, March 8, 1982, there will be modification to the BART Express Bus "U" route, in order to provide better connections with the Rideo Bus Service in Livermore, and provide additional bus service to the Lawrence Livermore Laboratory.

The modification to the "U" BART Express route schedule will provide a transfer connection with Livermore's Rideo Service at Railroad and "P" Streets in Livermore on the days and during the hours which the local bus system operates.

On those days when Rideo is not operating, the "U" BART Express Buses will run all the way out East Avenue to the Lawrence Livermore Laboratory.

Rideo operates Monday through Friday, between 7 a.m. and 8 p.m., and on Saturdays, between 10 a.m. and 3 p.m. Rideo buses run one hour apart.

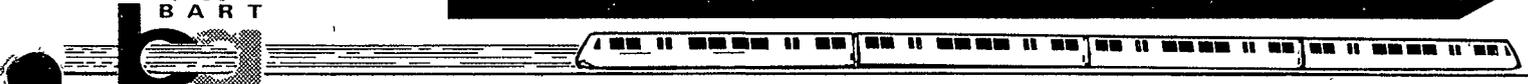
BART Express Bus "U" Route operates from the Hayward BART Station Monday through Saturday between 6 a.m. and midnight, and on Sunday between 9 a.m. and midnight.

BART Director Allen said, "This modification of the BART Express Bus Service "U" Route will make more bus service available to those persons who need to get to the Lawrence Livermore Laboratory."

# # #

# NEWS RELEASE

Y-36  
BART

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 8, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## MORE PARKING AVAILABLE AT FREMONT BART STATION

On Thursday, March 11, a new parking lot will open at the Fremont BART Station.

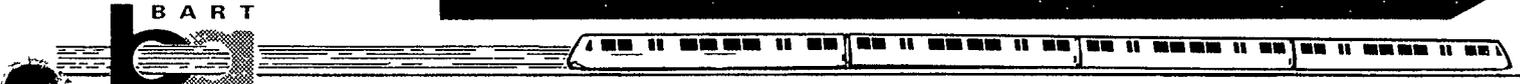
The new parking area is a gravel lot located on Mowry Avenue, east of the station. There is a walkway that connects the gravel lot to the station's eastern paved lot. Lights and concrete bumper blocks have been installed. Because there are no lined stalls, parking capacity will vary between 500 to 600 cars.

The new lot will bring the total parking capacity at the Fremont BART Station to between 1500 to 1600 cars.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 8, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## TAKE BART TO HIGH SCHOOL BASKETBALL CHAMPIONSHIPS AT COLISEUM

BART trains stop just a short walk away from the Coliseum Arena, where the Northern California High School Basketball Championships (CIF) will be held on March 10 through 13. The weekday games will begin at 4:30 p.m. On Saturday, March 13, the game will begin at 4:00 p.m.

Formerly called the Tournament of Champions (TOC), the CIF will match the best of girls and boys high school basketball teams from all over California. During the four-day finals, both division I and II of the girls and boys teams will be competing for the right to play for the state title, which will be determined by games played on Friday, March 19, beginning at 5 p.m.

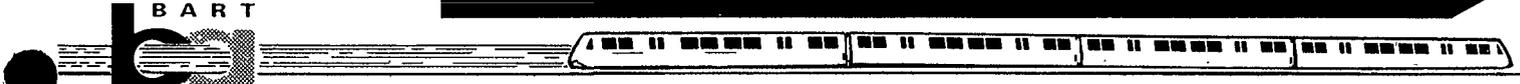
BART will operate longer trains on the Richmond/Fremont line during the evening on March 12 and 19, in order to accommodate fans attending the games.

The Coliseum BART Station is just a short distance away from the Coliseum Arena, via an aerial walkway. BART trains operate until midnight seven days a week. After 6 p.m. and on Sundays, persons traveling to the Coliseum BART Station from Concord and San Francisco must transfer to a Fremont train at any downtown Oakland station. To aid in travel plans, BART encourages passengers to pick up its weekend and evening train schedule, available at all BART stations.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 12, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

TAKE BART TO ST. PATRICK'S DAY UNITY PARADE

For the best locations from which to view the fourth annual St. Patrick's Day Unity Parade in Oakland on Saturday, March 13, parade organizers urge those planning to attend to take BART and avoid the heavy traffic. The parade will start at 11 a.m. from Lake Merritt's Lakeside Park, going down Harrison street to 20th street, where it will then proceed down Broadway to 11th Street, with the viewing stand located between 13th and 14th streets.

It is expected that traffic in the area around the parade will be heavy and downtown parking in Oakland is very limited.

Over 250 units from all parts of California and other western states will be in the parade.

BART trains operate every 20 minutes on Saturday, from 6 a.m. to 6 p.m., on the Richmond/Daly City, Fremont/Daly City, Concord/Daly City, and Richmond/Fremont lines. After 6 p.m., service will continue to operate at 20 minutes between trains on the Concord/Daly City and Richmond/Fremont lines only, with transfers at the 12th Street and MacArthur BART stations.

Children four and under ride free on BART.

# # #

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Information

March 12, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BID DOCUMENTS FOR BART FIRE HARDENING PROJECT AVAILABLE MARCH 16

On Tuesday, March 16, 1982, bid documents for BART's \$19 million transit vehicle fire hardening project will be available from the BART District Secretary's Office, 800 Madison Street, Oakland. All bids must be received by the District Secretary's Office no later than 2 p.m. on April 27, 1982. It is anticipated that the contract will be awarded in early June.

The \$19 million project will significantly improve the fire resistance of BART cars through such modifications as the removal and replacement of existing interior liners of cars, with fire resistant materials. Other improvements will be: installing "fire-stop" materials in the sidewalls and ceiling to prevent the spread of combustion, coating the interior of the car roof with a fire resistant paint, coating selected floor panel areas with a protective covering, and installing brake grid heat shields.

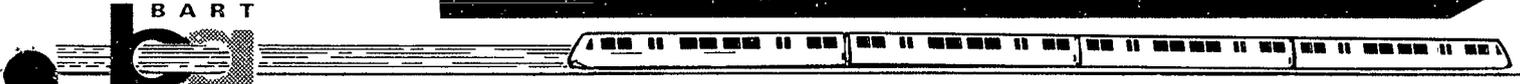
In the summer of 1980, the BART car seat cushions were replaced with seat cushions of low-smoke neoprene, with a covering of 90 percent wool. In making this modification, the District thereby removed the principle source of combustion in the transit vehicle.

The fire hardening retrofitting of the BART transit vehicle fleet will begin in about one year, with completion of this phase of the project to be in about 2 ½ years. During the time the BART cars are being modified, there will be some impact on service, since it will be necessary to take 16 cars out of service at any one time, in order to maintain the planned schedule of completing four cars per week.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 17, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## BART TO OPERATE LONGER TRAINS FRIDAY EVENING, MARCH 19

BART will operate longer trains on the Richmond/Fremont line Friday evening, March 19, when the final games of the California High School Basketball Championships (CIF) will be played at the Oakland Coliseum Arena.

Three bay area high schools will have teams competing in the championship games. Beginning at 4 p.m. the girls team of Drake High School (San Anselmo) will be competing against Mission Viejo High School for the Division II title. Following that game, Drake's Division II boys team will begin their title game against Banning High School, at 5:30 p.m.

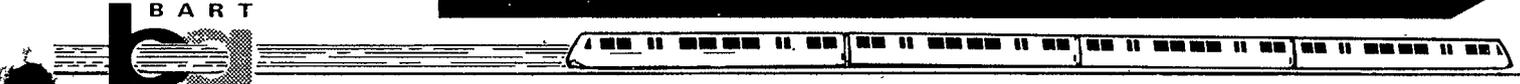
Two other bay area teams -- the Los Gatos High School girls team and the Washington High School (San Francisco) boys team -- will play Riverside Poly and Carson High School, respectively, to determine the winners of the Division I title. The Division I games will begin at 8 p.m.

The Coliseum BART Station is a short distance from the Coliseum Arena, via an aerial walkway. BART trains operate until midnight seven days a week. After 6 p.m. and on Sundays, persons traveling to the Coliseum BART Station from Concord and San Francisco must transfer to a Fremont train at any downtown Oakland station. To aid in travel plans, BART encourages passengers to pick up its weekend and evening train schedule, available at all BART stations.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober  
 Manager, Public Information  
 (415) 465-4100, Ext. 514

March 18, 1982

FOR USE ON OR AFTER SUNDAY MARCH 21, '82

PIX CAPTION

NEW PARKING LOT AT FREMONT BART STATION

This is the new parking lot at the Fremont BART Station, which was recently opened and will be able to handle between 500 and 600 cars of BART patrons.

BART Director John Glenn, of Fremont, said, "This new parking lot, just east of Fremont BART Station, with automobile access from Mowry Avenue will be of primary benefit to residents of Fremont, Newark, and other southern Alameda County communities. The additional spaces brings the total number of parking spaces available at the Fremont Station to between 1500 and 1600. This makes this parking facility the second largest on the BART system.

"Within the new year, some additional 600 parking spaces will be ready for use at the Fremont Station, making this the largest BART parking facility," stated Glenn.

Glenn was primarily instrumental in securing the land from the State of California at a cost of approximately \$216,300, of which federal funds paid 80% and BART paid 20%. Cost of improvements, the gravel covering, the lighting, and concrete bumpers came to about \$173,000.

Access to the eastern parking lot at the Fremont Station is by a walkway from the new Mowry Avenue parking lot.

# # #

# NEWS RELEASE

BART

The BART logo features a stylized 'B' with 'BART' written above it. To the right is a line drawing of a BART train on tracks.

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 19, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART TO OPERATE LONGER TRAINS TUESDAY EVENING, MARCH 23

BART will operate longer trains on the Richmond/Fremont line Tuesday evening, March 23, when the Warriors play Kansas City at the Oakland Coliseum Arena. Game time is 7:35 p.m.

Bay area sports fans have found BART to be a convenient and inexpensive way to travel to Coliseum events. The Coliseum Arena is just a short walk from the Coliseum BART Station via an aerial walkway connecting the two facilities.

BART trains operate until midnight seven days a week. After 6 p.m., and on Sundays, passengers traveling from Concord and San Francisco to the Coliseum BART Station must transfer to a Fremont train at any downtown Oakland station.

During the evening, BART trains operate at twenty-minute intervals. To aid in travel plans, BART encourages passengers to pick up its weekend and evening train schedule, available at all BART stations.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

March 19, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEADVISORYGROUNDBREAKING CEREMONY FOR NEW REGIONAL ADMINISTRATIVE FACILITYTO BE HELD ON WEDNESDAY, MARCH 24, 1982 - 11 A.M.

On Wednesday, March 24 at 11 a.m., groundbreaking ceremonies will be held to launch the construction of the new four-story Regional Administrative Facility. The new building will house well over 100 BART employees now located in downtown Oakland, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). This will be the first government condominium arrangement in the area, in which each of the agencies will have its own identity and be the sole owner of the space they will use. All common areas will be shared by the three agencies.

AGENDA FOR THE GROUNDBREAKING CEREMONY

Date: Wednesday, March 24, 1982 - 11 a.m.

Location: Lake Merritt Station Parking Lot  
8th and Madison Streets  
Oakland, CAOPENING REMARKS - Eugene Garfinkle, President  
BART Board of DirectorsINTRODUCTION (Brief Remarks)

- Lionel Wilson, Mayor, City of Oakland
- William Lucius, Chairman, MTC
- Rev. Ralph Bowlin, President, ABAG

( MORE )

2-2-2-2-

RECOGNITION OF SPECIAL GUESTS

- BART Director
- MTC Commissioners
- ABAG Officials
- Oakland City Councilman Dr. Raymong Eng
- George Williams, Oakland Office of Employment & Economic Development
- Fred Von Pelt, President, Lathrop Construction
- Ray Dones, President, Trans-Bay Construction
- Bill Valentine, Architect, Helmuth, Obata & Kassabaum, Inc.

TURNING THE FIRST SHOVEL OF DIRT

Using a "gold" (painted) shovel, officials will then turn the first shovel of dirt to start the construction of the new facility.

NOTE: The ceremony should not take more than 30 minutes. It is suggested that those planning to cover this event should arrive at approximately 10:45 a.m.

A press kit will be available at the ceremony.

A news release with more particulars will be mailed on Monday, March 22, 1982.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs*March 23, 1982*CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEWORK STARTS ON THE NEW BART/MTC/ABAG BUILDING IN OAKLAND

Groundbreaking ceremonies will take place on Wednesday, March 24, 1982 at 11 a.m. which will signal the start of construction on the new Regional Administrative Facility in downtown Oakland. The new facility will become the headquarters for the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and will also house a portion of BART staff. The ceremonies will take place in the parking lot, where the new building will be constructed, located at 8th and Madison Streets in Oakland.

The new \$12.6 million structure will be the first governmental condominium to be built in the Bay Area. In the building the three agencies, BART, MTC and ABAG will have their own identities and will be sole owner of the space they will use. Common areas, such as public meeting rooms, conference rooms and the transportation library will be shared. A cafeteria, to be located on the first floor, will be operated by BART and will be available to all employees as well as the public.

The four story building, three floors above ground and one below ground, will house approximately 380 persons, and will be completed in about 20 months.

Plans for the development of the new building have been under consideration for several years. Studies indicate that BART will be able to save about \$2,734,000 over a 20 year period by building a new structure rather than continuing to lease space in downtown Oakland.

( MORE )

When MTC and ABAG were notified that their present lease at the Claremont Hotel in Berkeley would expire in July, 1981, the possibility of creating the governmental condominium offered all three agencies an excellent means of solving their office space problems.

Over 100 BART engineering department personnel are presently housed in rented office space in the Oakland City Center area. These individuals, as well as some of those presently housed in cramped quarters in the Lake Merritt Station Administration Building, will be moved into the new quarters.

Participating in the groundbreaking ceremonies with BART President Eugene Garfinkle will be Mayor Lionel Wilson, Oakland; William Lucius, MTC Chairman; and Rev. Ralph Bowlin, ABAG President. The public is invited to attend the ceremonies.

Transbay-Lathrop of Emeryville will be the construction contractors. Architects are Hellmuth, Obata and Kassabaum (HOK), of San Francisco, who have retained the following consultants: CYGNA Consulting Engineers (San Francisco), to provide the structural design; Hayakawa Associates (San Francisco), to do the mechanical design; and The Engineering Enterprise (Berkeley), to develop the electrical engineering design.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 23, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR USE AS NEEDED

## FACT SHEET

### REGIONAL ADMINISTRATIVE FACILITY

OWNERSHIP: San Francisco Bay Area Rapid Transit District (BART)  
Metropolitan Transportation Commission (MTC)  
Association of Bay Area Governments (ABAG)

This is the first governmental condominium arrangement in the Bay Area in which each agency will have its own identity and be the sole owner of the space it will use. All common area will be shared by the three agencies.

LOCATION: The new Regional Administrative Facility will be located across the street from BART's Administration Building, 800 Madison Street, Oakland, CA. The building will be constructed in an area bounded by 7th and 8th Streets and between Oak and Madison Streets. The entrance will be situated near the corner of 8th and Oak Streets. A tunnel beneath 8th Street will connect the ground floor of the new building with the concourse level of the present BART headquarters.

SIZE: Four-story building; three stories above ground, one story below street level - 106,559 square feet.

( MORE )

SPACE ALLOCATIONS: BART - 46,140 square feet (\*)

BART will occupy the ground and second floors. BART will operate the cafeteria which will occupy 3,427 square feet on the first floor.

(\* This figure includes 17,731 square feet of space on the ground floor, which will be used initially as office space, but will be so designed and constructed to permit the utilization of this space as an expanded Central Control in the future.)

MTC - 21,548 square feet

MTC will occupy the third floor and will have a 1,310 square foot print shop on the ground floor.

ABAG - 14,726 square feet

ABAG will occupy the first floor.

Shared Space to be Used by All Agencies - 6,414 square feet

Public Meeting Rooms: 2,942 square feet

Shared Conference Rooms: 1,197 square feet

Transportation Library: 2,275 square feet

Common Area - 15,501 square feet

Includes elevator shafts, stairwells, and utility penthouse

BUILDING COST: \$12,620,400

BART Share: \$8,006,340 (59.93%) - Does not include unique Central Control utilities

MTC Share: \$2,805,054 (24.36%)

ABAG Share: \$1,809,006 (15.71%)

( MORE )

OCCUPANTS: Approximately 380 employees from all three agencies

STRUCTURE: The basic structure will be a steel braced frame with precast concrete exterior with the maximum use of passive energy conservation techniques, including large use of windows and skylights. The southern exposure will include sliding glass doors on all above-ground floors, exiting onto terraces. The building will be accessible to handicapped people.

PARKING: When completed, a portion of the street level of the new building will still be available for BART patron parking. Presently, there are about 120 parking spaces; in the new building there will be about 100 parking spaces available. During construction, BART will make available parking space near the Oakland West BART Station.

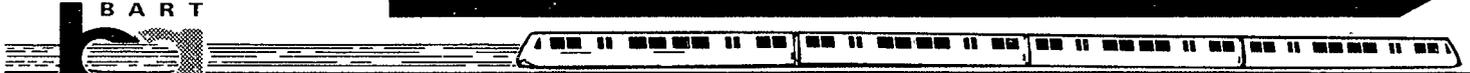
CONTRACTORS: Construction: Transbay-Lathrop (a joint venture), Emeryville  
Architect: Hellmuth, Obata and Kassabaum (HOK), Inc., San Francisco  
Consultants to Architect: CYGNA Consulting Engineers, San Francisco (Structural Design)  
Hayakawa Associates, San Francisco (Mechanical Design)  
The Engineering Enterprise, Berkeley (Electrical Design)

PUBLIC ACCESS: The transportation library, cafeteria and the conference room will be available for public use.

# # #

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

March 24, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

This is a photo of the model of the new Regional Administrative Facility, showing the entrance to the building which will be located at the corner of 8th and Oak Streets in Oakland. When completed in early 1984, the new building will house the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and over 100 BART employees who are presently occupying rented space in an office building located in the Oakland City Center area. The new \$12,620,400 Regional Administrative Facility will become the first governmental condominium in the bay area, in which the three participating agencies will own the space they use and share the cost of common areas.

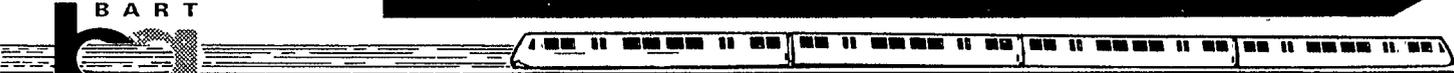
Many local dignitaries attended the ground breaking ceremonies which were held on Wednesday, March 24 at 11 a.m., in one of the Lake Merritt BART Station parking lots, where the new building will be constructed.

BART has made arrangements for an additional parking lot at the Oakland West BART Station for those patrons who have been using the parking lot bounded by 7th and 8th Streets and Oak and Madison Streets in Oakland.

# # #

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

March 24, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

Many local dignitaries attended the ground breaking ceremonies for the new \$12.6 million Regional Administrative Facility, which took place on Wednesday, March 24 at 11 a.m. in the BART parking lot at 8th and Madison streets in Oakland. Pictured here is the model of the four-story building (three stories above ground and one below street level), which when completed in early 1984, will become headquarters for the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and will house over 100 BART employees, many of whom are located in rented office space in an Oakland City Center office building.

This will be the first government condominium in the bay area, in which each agency will have its own identity and will own the space it uses. The three agencies will share common areas. More than 380 employees are expected to occupy the more than 106,500 square feet in the building.

The building will be built on one of the parking lots at the Lake Merritt BART Station, which is bounded by 7th and 8th streets and Oak and Madison streets. The entry to the building will be located at the corner of 8th and Oak streets and will have a tunnel under the street connecting it with BART's Administration Building across the street at 8th and Madison. BART has opened a new parking lot at the Oakland West BART Station in order to accommodate those patrons who have been using the Lake Merritt Station parking lot.

# # #

Special To: S. J. Mercury, RAILWAY AGE, Fremont House  
Pittsburg Post  
Dispatch  
Y-48

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 24, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

### CONSTRUCTION STARTS ON NEW BART/MTC/ABAG GOVERNMENTAL CONDOMINIUM IN OAKLAND

Construction begins on the new \$12.6 million Regional Administrative Facility which will become headquarters of the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and will house more than 100 BART engineering department staff.

Turning the first shovel of dirt at ground breaking ceremonies held Wednesday, March 24, 1982, are (L-R): BART President Eugene Garfinkle, of San Francisco; ABAG President Rev. Ralph C. Bolin, of Napa; and MTC Chairman Bill Lucius, of Berkeley.

The Regional Administrative Facility will be the first governmental condominium to be built in the bay area, in which each agency will have its own identity and will own the space it uses. BART, MTC and ABAG will share the cost of common area, such as hallways, elevators, stairwells and the utilities located on the building roof.

It is anticipated that, through the joint ownership of the new building, each agency will realize substantial savings in the cost of rental space, over the term of the construction loan.

More than 380 employees are expected to occupy the more than 106,500 square feet in the building. BART plans to move into the building more than 100 engineering department personnel, who are presently housed in rented office space in the Oakland City Center area, as well as some of those who are presently housed in cramped quarters in the Lake Merritt Administration Building.



Special To: Chronicle, Daily Californian, S.F. Mo

# NEWS RELEASE

Y-49  
BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 24, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

PIX CAPTION

A BIG SHOVEL FOR A BIG JOB

Digging in with a pick is BART President Eugene Garfinkle, of San Francisco (L), while the Rev. Ralph C. Bolin (C), of Napa, President of the Association of Bay Area Governments (ABAG) and Bill Lucius (R), of Healdsburg, Chairman of the Metropolitan Transportation Commission handle the giant gold painted shovel at the ground breaking for the construction of a new \$12.6 million Regional Administrative Building. The new building will become headquarters for MTC and ABAG and will serve as an annex to BART's Administration Building, located across the street from the new building.

The Regional Administrative Facility will be the first governmental condominium to be built in the bay area, in which each agency will have its own identity and will own the space it uses. BART, MTC and ABAG will share the cost of common area, such as hallways, elevators, stairwells and the utilities located on the building roof.

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Special To: World Journal, Alameda Times Star, Oakland Trib

Y-50

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Information

March 24, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

### CONSTRUCTION STARTS ON NEW \$12.6 MILLION GOVERNMENTAL CONDOMINIUM IN OAKLAND

Turning the first shovel of dirt which signaled the beginning of construction on the new \$12.6 million Regional Administrative Facility in downtown Oakland, are (L-R): Rev. Ralph C. Bolin, President of the Association of Bay Area Governments (ABAG); Dr. Raymond L. Eng, Oakland City Councilman, in whose district the building will be located; BART President Eugene Garfinkle, of San Francisco; and Bill Lucius, Chairman of the Metropolitan Transportation Commission (MTC). The new building will become the headquarters for MTC and ABAG and will serve as an annex to BART's Lake Merritt Administration Building.

The Regional Administrative Facility will be the first governmental condominium to be built in the bay area, in which each agency will have its own identity and will own the space it uses. BART, MTC and ABAG will share the cost of common area, such as hallways, elevators, stairwells and the utilities located on the building roof.

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# # #



Special To: EXAMINER, DAILY CALIFORNIAN, RICHMOND IND.  
Berkeley Gazette

Y-51

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

March 24, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

### A BIG SHOVEL FOR A BIG JOB

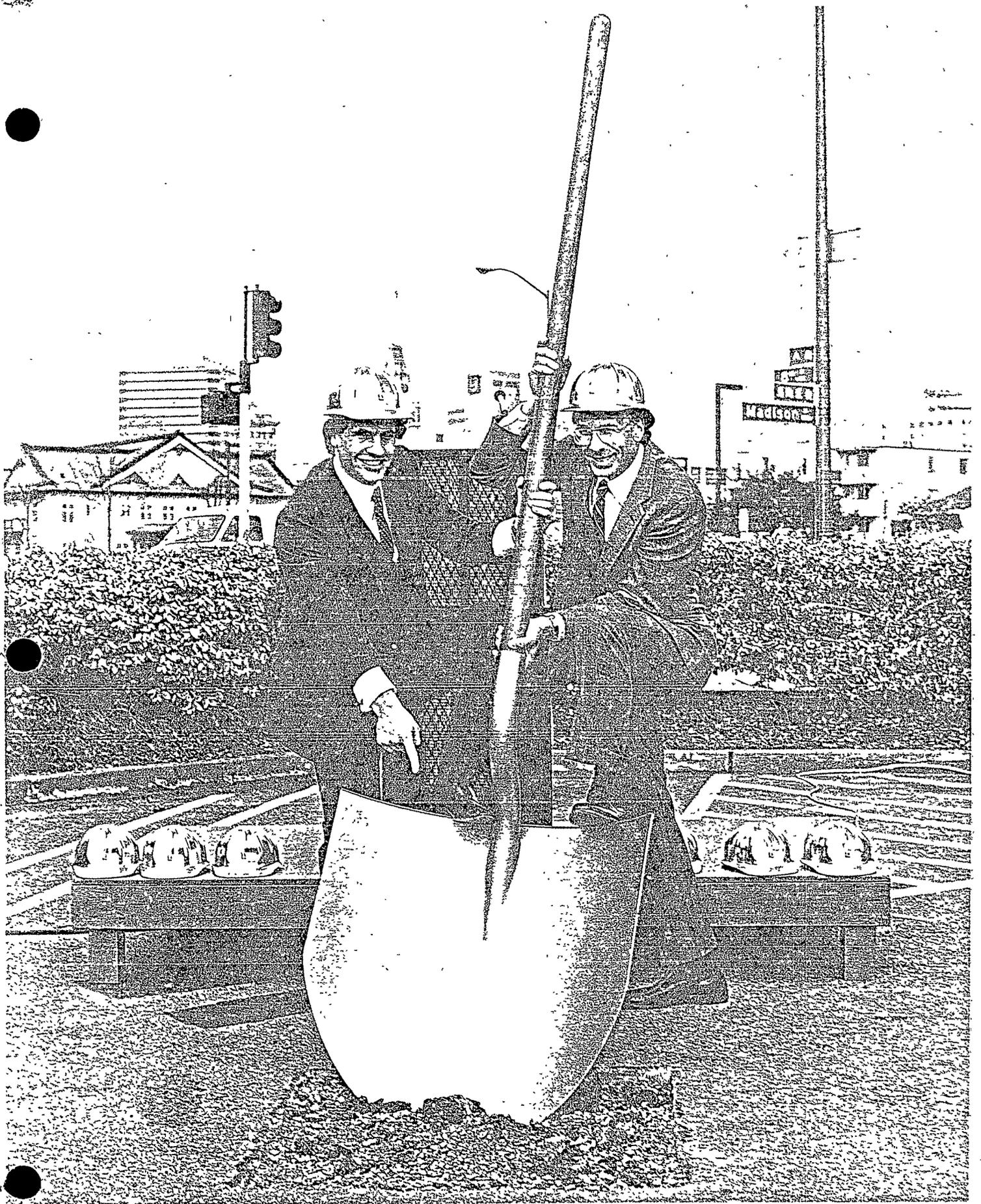
BART Vice-president Art Shartsis, of Oakland (L), and BART General Manager Keith Bernard use a giant gold painted shovel to turn the first dirt, signaling the start of construction on the new \$12.6 million Regional Administrative Facility in downtown Oakland. The new building will be located across the street from BART's Lake Merritt Administration Building and will serve as headquarters for the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), as well as an annex to the BART headquarters.

The Regional Administrative Facility will be the first governmental condominium to be built in the bay area, in which each agency will have its own identity and will own the space it uses. BART, MTC and ABAG will share the cost of common area, such as hallways, elevators, stairwells and the utilities located on the building roof.

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# # #



# NEWS RELEASE

Y-52  
BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 24, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

### CONSTRUCTION STARTS ON NEW \$12.6 MILLION GOVERNMENTAL CONDOMINIUM IN OAKLAND

With his bosses looking on to make sure he does the job right, BART General Manager Keith Bernard turns the first shovel of dirt to signal the beginning of construction of the new \$12.6 million Regional Administrative Facility which will be built in downtown Oakland.

Offering directions as well as encouragement are (L-R): BART Vice-president Art Shartsis of Oakland, BART President Eugene Garfinkle of San Francisco, Margaret Pryor of Oakland, Robert Allen of Livermore, and Wil Ussery of San Francisco.

The four-story building will serve as the headquarters for the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), as well as an annex to BART's Lake Merritt Administration Building which is located across the street from the new building.

The Regional Administrative Facility will be the first governmental condominium to be built in the bay area, in which each agency will have its own identity and will own the space it uses. BART, MTC and ABAG will share the cost of common area, such as hallways, elevators, stairwells and the utilities located on the building roof.

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Special To: Chinese Times, Alameda Times Star, Metro Reporter  
Best Newspaper  
Y-53

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

March 24, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PIX CAPTION

### CONSTRUCTION UNDERWAY FOR FIRST GOVERNMENTAL CONDOMINIUM IN DOWNTOWN OAKLAND

Turning the first shovel of dirt for the new \$12.6 million Regional Administrative Facility in downtown Oakland are (L-R): Oakland City Councilman Frank H. Ogawa, BART Director Margaret Pryor and Oakland City Councilman Dr. Raymond L. Eng, at the groundbreaking ceremonies held on Wednesday, March 24. The new building will become headquarters for the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and will serve as an annex to BART's Lake Merritt Administration Building, which is located across the street from the new building.

The Regional Administrative Facility will be the first governmental condominium to be built in the bay area, in which each agency will have its own identity and will own the space it uses. BART, MTC and ABAG will share the cost of common area, such as hallways, elevators, stairwells and the utilities located on the building roof.

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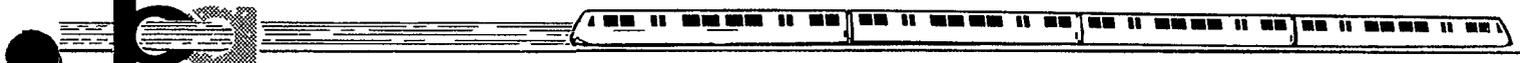
# # #



Special To: *Mass Transit, S.F. Magazine, Daily Review*  
*Contra Costa Times*

# NEWS RELEASE

Y 54 B A R T



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

March 24, 1982

FOR IMMEDIATE RELEASE

PIX CAPTION ----- A BIG SHOVEL FOR A BIG JOB

It took a big shovel to turn the first shovel of dirt to start construction of the new \$12.6 million Regional Administrative Facility which will become the new headquarters for the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and serve as an annex to BART's Administration Building in downtown Oakland.

Participating in turn the first shovel of dirt with a giant gold painted shovel are (L-R): ABAG President Ralph C. Bolin, of Napa; BART President Eugene Garfinkle, of San Francisco; BART General Manager Keith Bernard; MTC Deputy Executive Director Bill Hein; ABAG Executive Director Revan Tranter; and MTC Chairman Bill Lucius, of Healdsburg.

The Regional Administrative Facility will be the first governmental condominium to be built in the bay area, in which each agency will have its own identity and will own the space it uses. BART, MTC and ABAG will share the cost of common area, such as hallways, elevators, stairwells and the utilities located on the building roof.

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# # #



Special to: Metro Reporter

Y-55

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert  
Manager, Public Information  
(415) 465-4100, Ext. 514

March 25, 1982

FOR IMMEDIATE RELEASE

PIX CAPTION

CONSTRUCTION STARTS ON NEW \$12.6 MILLION GOVERNMENT CONDOMINIUM IN OAKLAND

BART Director Margaret Pryor (C) of Oakland, turns the first shovel which signals the beginning of construction on the new \$12.6 million regional administrative building which will be built at the corner of 8th and Madison Streets, near the center of Oakland Chinatown. Joining Director Pryor are Ted Dang (L), Chairman, Asian Local Development Corporation; and Lynette Lee (R), Chairperson, Chinatown/Central District Council, at the ground breaking ceremonies held Wednesday, March 24, 1982.

The four-story building will serve as the headquarters for the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), as well as an annex to BART's Lake Merritt Administration Building which is located across the street from the new building.

The regional administrative facility will be the first governmental condominium to be built in the bay area, in which each agency will have its own identity and will own the space it uses. BART, MTC and ABAG will share the cost of common area, such as hallways, elevators, stairwells and the utilities located on the building roof.

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# # #



Y-56

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Mike Healy  
Department Manager  
Public Affairs  
(415) 465-4100, Ext. 528

March 25, 1982

FOR IMMEDIATE RELEASEBIANCO WANTS MORE PARKING FOR EL CERRITO DEL NORTE

Nello Bianco, who chairs the BART board's Engineering and Operations Committee, this week directed that the transit district staff immediately begin seeking appraisals of property adjacent to the El Cerrito Del Norte BART Station.

Bianco, representing West Contra Costa County on the board, said he was gravely concerned over the growing parking needs at the Del Norte Station, particularly in view of the city's recent restrictions on parking along surrounding residential streets.

"There is an overflow problem and we need to address it as soon as we can," Bianco said.

He said many more new patrons are now using the El Cerrito Del Norte Station from West Contra Costa communities such as Pinole, Hercules, Crockett, Rodeo, and El Sobrante, which are fast growing areas.

Since direct service between Richmond and San Francisco began in July 1980, patronage all along the line has climbed about 50% on the average and has increased by 65% at the Del Norte Station.

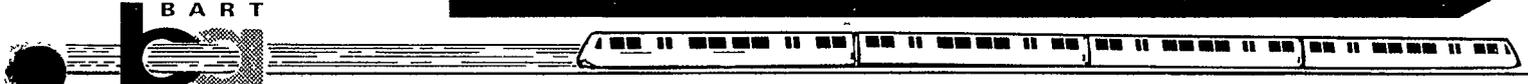
Bianco said BART Express Bus service was recently increased with new connecting links to West Contra Costa communities along Interstate 80 to also help improve access to the system.

"But more parking is a must and we have to put more resources into this vital component of our operations," Bianco said.

# # #

# NEWS RELEASE

BART

The BART logo features a stylized 'B' with 'BART' written above it. To the right of the logo is a line drawing of a train with multiple cars, moving from left to right. Below the logo and train is a horizontal line.

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 29, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 514

## BARTPOOL PARKING PERMITS NOW AVAILABLE FROM BART POLICE DEPARTMENT

Effective April 1, 1982, registration for "BARTpool" -- a preferential parking program for BART patrons who carpool to the station -- will be handled by the BART Police Department.

In 1978, BART's planning department instituted BARTpool at the Concord Station as a demonstration project to encourage passengers to carpool to the station and help alleviate parking problems at that station. This "demonstration project" has now become an established, on-going program, with 600 close-in preferential spaces at nine BART stations. Passengers interested in BARTpool parking at Fremont, Union City, Hayward, El Cerrito Del Norte, Concord, Pleasant Hill, Lafayette, Orinda and Daly City BART stations should contact BART Police Department, 465-4100, extension 805.

In order to qualify for a BARTpool permit, the carpool must consist of three or more persons and carpoolers must use BART on a round-trip basis. Persons who are not in a carpool, but who are interested in forming one, should contact "RIDES for Bay Area Commuters" (861-POOL), which will computer-match an individual's daily BART station trip characteristics with those of others in their area.

BART Police Department personnel monitor the BARTpool parking lots, ticketing cars not displaying permits or having fewer than three persons in a car upon arrival at the preferential parking lot.

# # #

Y-58

BART

# NEWS RELEASE

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

March 29, 1982

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART/MUNI TRANSFERS WILL COST SIXTY CENTS

On Thursday, April 1, 1982, all transfers purchased from the BART/MUNI transfer machines in San Francisco BART stations will cost 60 cents. The "two-for-one" transfer has gone up in price, by ten cents, in accordance with the new increase in MUNI fares on that date.

By inserting into the BART/MUNI transfer machines any exact-change combination of nickles, dimes or quarters totaling sixty cents, BART patrons will receive a two-part transfer; one part of the transfer is used on the trip away from the BART station and the other part is used for the return trip to the station.

Special decals, indicating the new price of the transfer, will be placed on all BART/MUNI transfer machines.

The Daly City BART/MUNI transfer machines will continue to offer free transfers.

# # #

# BART BULLETIN

News of Special Interest to BART'S Riders

PSB-47

March 22, 1982

Dear Passenger:

As a result of a fare increase on the San Francisco Municipal Railway, transfers purchased from the transfer machines in BART stations will cost 60¢ instead of 50¢, effective April 1, 1982. The transfer offers two rides for the price of one.

The BART/MUNI transfer machines will accept any combination of nickles, dimes and quarters, but will not give change.

This transfer allows a BART rider to continue his/her journey from a BART station on the San Francisco MUNI and return on MUNI to that same BART station. For 60¢ you get a two-part transfer. The bottom part is good for a MUNI local fare away from the BART station where it was purchased (good for one hour from time of purchase). The top part is good for a return ride on MUNI to the BART station where it was purchased, and is valid for 72 hours.

Remember -- always purchase your transfer as you leave a BART station.

Office of Passenger Service.



BAY AREA RAPID TRANSIT DISTRICT  
Headquarters: 800 Madison Street  
Oakland, California 94607  
Telephone: (415) 465-4100

APRIL

1982 NEWS RELEASES

APRIL

- Y-59 BART TO RUN "BILLY BALL SPECIAL A'S TRAIN" AGAIN THIS SEASON
- Y-60 BART WILL ADD ADDITIONAL TRAINS THIS AFTERNOON AND TOMORROW MORNING
- Y-61 BUS SERVICE TO BART STATIONS ON THE CONCORD LINE IS AVAILABLE
- Y-62 BART TO AGAIN OPERATE EXTRA TRAINS ON CONCORD/DALY CITY LINE
- Y-63 NEW EDITIONS OF TWO BART PUBLICATIONS NOW AVAILABLE AT ALL BART STATIONS
- Y-63A BART BOARD RECEIVES TENTATIVE FISCAL YEAR 1982/83 BUDGET
- Y-64 BART OFFERS DISCOUNT TICKETS TO MAY 6 A'S GAME
- Y-65 AUTOMOBILE PARKING AT LAFAYETTE BART STATION
- Y-66 BART TO HOLD PUBLIC HEARING ON GREYHOUND SERVICE
- Y-67 BART JOINS THE U. S. NAVY TO SALUTE CINCO DE MAYO

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

April 5, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASE

## BART TO RUN "BILLY BALL SPECIAL A'S TRAIN" AGAIN THIS SEASON

With the start up of the 1982 baseball season, BART will again operate its "Billy Ball Special A's Train" providing direct service to the Oakland Coliseum.

Tomorrow, Tuesday, April 6, 1982, to accommodate A's fans coming from stations on the Concord line, the "Billy Ball Special A's Train" will leave the Concord BART Station at 6 p.m., making the following stops along the way: Pleasant Hill, 6:06; Walnut Creek, 6:09; Lafayette, 6:14; Orinda, 6:19; and Rockridge, 6:25 p.m. The special train will arrive at the Coliseum BART Station at 6:45 p.m. for the game that begins at 7:35 p.m. After the game, BART will provide a direct train to Concord for the return trip from the Coliseum.

This special direct train service for A's fans coming from the Concord-Walnut Creek area will be available for all weekend games and weekday evening games scheduled for the month of April.

On Sunday, April 11, BART will be operating a direct train to the Coliseum from Daly City, when the A's play Seattle. During the week, when BART operates on four lines, A's fans from San Francisco should take a Fremont-bound train for direct service to the games.

"Billy Ball Special A's Train" schedules and the BART weekend and evening timetables are available at all stations on the Concord and San Francisco lines.

The Coliseum stadium is just a short walk from the Coliseum BART station, via an aerial bridge connecting the two facilities. An elevator to the bridge makes it accessible to persons with mobility impairments.

BART trains operate on four lines -- Richmond/Fremont, Richmond/Daly City, Concord/Daly City and Fremont/Daly City -- Monday through Saturday, from 6 a.m. to 6 p.m. After 6 p.m. and on Sundays, trains operate on two lines -- Richmond/Fremont and Concord/Daly City.

# # #

SPECIAL ADVISORY: Should the Tuesday, April 6 opening game be cancelled, the "Billy Ball Special A's Train" will not operate.

"BILLY BALL SPECIAL A'S TRAIN" SCHEDULE FOR APRIL 1982

<u>CONCORD TO COLISEUM DIRECT TRAIN SERVICE</u>	<u>TUE, WED, THU, FRI 4/6, 4/7, 4/8, 4/9</u>	<u>SAT 4/10</u>	<u>SUN 4/11</u>	<u>MON, TUE 4/19, 4/20</u>
Lv. Concord	6:00PM	11:25AM	11:00AM	6:00PM
Lv. Pleasant Hill	6:06PM	11:31AM	11:06AM	6:06PM
Lv. Walnut Creek	6:09PM	11:34AM	11:09AM	6:09PM
Lv. Lafayette	6:14PM	11:39AM	11:14AM	6:14PM
Lv. Orinda	6:19PM	11:44AM	11:19AM	6:19PM
Lv. Rockridge	6:25PM	11:50AM	11:25AM	6:25PM
Ar. Coliseum	6:45PM	12:10PM	11:50AM	6:45PM
GAME TIME	7:35PM	1:05PM	12:35PM	7:35PM

AFTER GAME, THESE TRAINS RETURN TO CONCORD

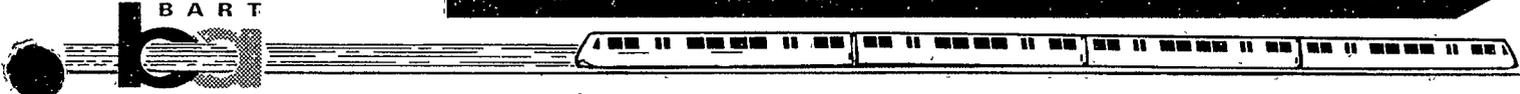
<u>DALY CITY TO COLISEUM DIRECT TRAIN SERVICE</u>	<u>SUN 4/11</u>
Lv. Daly City	11:15AM
Lv. Balboa Park	11:19AM
Lv. Glen Park	11:21AM
Lv. 24th St.	11:25AM
Lv. 16th St.	11:27AM
Lv. Civic Center	11:29AM
Lv. Powell	11:31AM
Lv. Montgomery	11:33AM
Lv. Embarcadero	11:34AM
Lv. Oakland West	11:41AM
Ar. Coliseum	11:54AM
GAME TIME	12:35PM

AFTER GAME, THIS TRAIN RETURNS TO SAN FRANCISCO/DALY CITY

NOTE: You will be receiving the A's train schedules on a monthly basis during the course of the season.

**NEWS RELEASE**

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Moubert  
 Manager, Public Information  
 (415) 465-4100, Ext. 514

April 7, 1982

FOR IMMEDIATE RELEASEBART WILL ADD ADDITIONAL TRAINS THIS AFTERNOON AND TOMORROW MORNING.

In order to accommodate the anticipated increase in patronage during the present Caldecott Tunnel emergency, BART will be operating two additional trains during the afternoon commute today, Wednesday, April 7, and during the morning commute tomorrow, Thursday, April 8. The extra trains will be 6-car trains, which can handle approximately 1,500 additional patrons.

This afternoon, the first extra train will leave Daly City at 4 p.m., arriving in downtown San Francisco stations about 4:25 p.m. The second extra train will depart Daly City at 5:10 p.m. and will arrive in downtown San Francisco stations at about 5:35 p.m. These extra trains will be in addition to regular service.

Tomorrow morning, two additional BART 6-car trains will operate between Concord and Daly City. The first extra train will leave Concord at about 6:25 a.m., and the second one will leave at about 7:20 a.m. As with the additional trains this afternoon, these extra trains tomorrow morning will be in addition to regular service.

During this morning commute service systemwide, BART carried over 1,500 additional passengers. As a result of the Caldecott Tunnel incident, patronage from stations on the Concord line into downtown San Francisco was up about 1,000 patrons over the normal average of 13,000 riders.

BART patrons are cautioned that parking restrictions at all BART stations will remain in effect during the emergency.

Later this afternoon, an announcement will be made about what BART will be doing during the balance of the Caldecott Tunnel emergency.

The accident and fire in the Caldecott Tunnel late last night had no effect on service, since the BART tunnel through the Berkeley Hills is over 1.5 miles north and above the Caldecott Tunnel.

# # #

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Moulder  
 Manager, Public Information  
 (415) 465-4100, Ext. 514

Apr 11, 1992  
FOR IMMEDIATE RELEASE

BUS SERVICE TO BART STATIONS ON THE CONCORD LINE IS AVAILABLE

In order to relieve the highway traffic problems, since travel through the Caldecott Tunnel will be limited to westbound traffic in the morning commute hours, and eastbound traffic during the afternoon commute hours, commuters are asked to use existing AC Transit bus service to BART stations on the Concord line. Buses to Concord Station are provided by four routes--#304, #305, #306, #307, between the hours of 5 a.m. and 7 p.m. These lines serve all of the area around the City of Concord.

Bus service to the Pleasant Hill BART station is available on Route #307 between 5 a.m. and 7 p.m., and during the commute hours on Routes #360, 361, 362 and 363.

In Walnut Creek, the BART station is served by the Walnut Creek shuttle between the hours of 7 a.m. and 7 p.m.

The BART station in Lafayette is served by Route #350 from 6 a.m. to 8 p.m., and during the commute hours by Routes #353 and 355. The BART station at Orinda can be reached by Route #351.

Specific information on these bus routes is available by calling AC Transit's Telephone Information Center, Phone 938-7654, and BART's Telephone Information Center, 465-4100, Ext. 306.

Free transfers from BART to the bus services along the Concord line are available. Those individuals who must go to Concord in the morning or to San Francisco in the afternoon should plan to use BART, since the highway traffic will be going in the opposite direction through the Caldecott Tunnel. BART is planning to operate extra service until the Caldecott Tunnel has been opened for normal use.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

April 12, 1982

FOR IMMEDIATE RELEASE

BART TO AGAIN OPERATE EXTRA TRAINS ON CONCORD/DALY CITY LINE

On Monday, April 12, BART will again be operating two extra trains on the Concord/Daly City line, during the morning commute hours, in order to accommodate those who are riding BART as an alternative to the congested traffic on the Highway 24/Caldecott Tunnel route.

Based on patronage counts taken during commute periods on Friday, April 9, and Monday morning, April 12, BART will determine how many extra trains to run during Monday's afternoon commute and on Tuesday.

Commuters are urged to use existing AC Transit bus service to BART stations on the Concord line, as station parking lots have limited capacity. Parking will be permitted along Deerhill Road, near the north entrance to the Lafayette BART Station. On the road which leads to the southern entrance of the Lafayette station, parking will be available from 6 a.m. to 6 p.m., when the road reverts to tow-away status. BART patrons can use these additional 40 parking spaces during the time of the present Caldecott Tunnel emergency. In Walnut Creek, approximately 25 metered parking spaces around the BART station will be available for all day parking until the Highway 24 situation is corrected.

AC Transit service to Concord station is provided by four routes -- #304, #305, #306 and #307 -- between the hours of 5 a.m. and 7 p.m. These routes serve all of the area around the City of Concord.

Bus service to the Pleasant Hill BART station is available on AC bus route #307 between 5 a.m. and 7 p.m.; during the commute hours, routes #360, #361, #362, and #363 serve the Pleasant Hill station.

The Lafayette BART Station is served by route #350 from 6 a.m. to 8 p.m., and during the commute hours by routes #353 and #355.

The Orinda BART Station can be reached by route #351, between 6 a.m. and 8 p.m.

Specific information on these bus routes is available by calling AC Transit's Telephone Information Center; phone 939-7654 from 7 a.m. to 7 p.m. or BART's Telephone Information Center, 465-4100, Ext. 306, from 6 a.m. to midnight.

Free transfers from BART to the bus services along the Concord line are available. Those individuals who must go to Concord in the morning or to San Francisco in the afternoon should plan to use BART, since the highway traffic will be going in the opposite direction through the Caldecott Tunnel.

Oakland fans coming from the Contra Costa County area east of the Berkeley hills, can catch the "Billy Ball Special" direct train this Saturday and Sunday. The train will leave Concord at 11:25 a.m. on Saturday and 11 a.m. on Sunday. Also, on Sunday a "Billy Ball Special" train will operate out of Daly City beginning at 11:15 a.m.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

April 15, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASENEW EDITIONS OF TWO BART PUBLICATIONS NOW AVAILABLE AT ALL BART STATIONS

The latest editions of two free BART publications, "Fun Goes Farther on BART" and "BART TIMES," are ready to be picked up at all 34 BART stations.

The second issue of "BART TIMES," a bi-monthly publication designed especially for BART riders, features a story on BART's Central Control, the nerve center of BART operations. Also, in this issue there is a coupon for special reduced tickets for "BART Night" at the Oakland A's game on May 6. Information about how much it costs to operate BART and the sources of funding for its operation are among the feature articles in this latest issue of "BART TIMES." The back page of "BART TIMES" is an up-to-date calendar of events in many communities served by BART and provides information about how to reach them.

Comments about the system from BART patrons are encouraged and in this latest issue two such letters from BART patrons are published.

"Fun Goes Farther on BART," a comprehensive brochure on things to do and places to go on BART, was first published in October, 1981. It received such overwhelming patron acceptance that a new up-to-date second edition was created. This colorful brochure lists over 150 places, such as recreational spots, sports events, shopping centers, as well as colleges, restaurant districts and points of special interest, which can be reached directly on BART or by public transit. The new edition of "Fun Goes Farther on BART" again features a system map showing all four BART lines, which BART patrons may use to determine which station is closest to the place they want to go.

For additional copies of BART TIMES or "Fun Goes Farther on BART," call BART's Passenger Service Office at (415) 465-4100.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**  
 Mike Healy, Department Manager  
 Public Affairs

April 15, 1982

CONTACT: Sy Mober, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASEBART BOARD RECEIVES TENTATIVE FISCAL YEAR 1982/83 BUDGET

BART Director John Glenn of Fremont, Chairperson of the District's Administration Committee, today announced that his committee had received the District's tentative operating budget for FY 1982/83, totaling \$139.2 million for initial review. Glenn noted that this is an increase of 15.7% over the current year's budget and identifies a \$7.3 million deficit, unless allocation of reasonable amounts of discretionary funds can be obtained from the Metropolitan Transportation Commission (MTC).

BART General Manager Keith Bernard presented the proposed operating budget for the coming fiscal year, which begins on July 1, 1982, at a meeting of BART Board's Administration Committee held on Thursday, April 15, 1982, at the District's headquarters in Oakland. In the budget report, Bernard pointed out that the single largest increase in any of the budget items was in power costs. BART expects to pay \$24 million for electrical power to run its trains, an increase of 28.4% or \$5.3 million over the amount budgeted for the current year. This item represents about 18% of the transit district's total budget for the next year.

The budget was developed based on BART's Goals and Objectives for the FY 1982/83, which includes a marginal increase in peak-hour capacity, with improvements in equipment and systems which will enhance the reliability of service. In addition, other specific improvements which are included in the proposed budget objectives cover better on-time performance, reduced passenger delays, continued reduction of failures in the automatic fare collection equipment, and lowering the incidents of escalator shutdowns in stations. In other program areas, the budget defines goals and objectives in safety and security,

2-2-2-2 BART BOARD RECEIVES TENTATIVE FISCAL YEAR 1982/83 BUDGET

improved access to the rail system through the implementation of the first elements of the new BART 5-Year Express Bus Plan, financial and operational efficiencies, patronage and travel promotion, affirmative action program advances, and implementation of the initial elements of the rail extension planning program. BART also expects to continue pursuing joint development planning around its stations wherever significant opportunities can be identified.

Bernard's budget report notes that, based on projected patronage for FY 1982/83, net passenger revenues will be \$62.8 million, which is an increase of about \$16 million above the current year's anticipated revenues. Although increased patronage yields the lion's share of revenue growth, the budget also assumes \$6.4 million in additional net revenues from a potential 13.1% fare increase. However, any increase in BART fares requires the BART Board of Directors to specifically vote a two-thirds majority approval and to hold public hearings prior to implementation.

Bernard notes that these additional net revenues will not be sufficient to cover BART's projected \$7 million operating deficit and that the District will continue to seek additional allocation of discretionary funds from the MTC.

The proposed BART budget calls for 29 new positions, 18 of which will be added to the Maintenance and Engineering staff, eight new positions in Field Services, and three new administrative positions.

Total labor costs, which include maintenance service for MUNI in the subway areas of San Francisco, will be increased by 11.3% over last year, for a total of \$90.1 million. Labor costs represent approximately 64.7% of the total proposed budget.

Revenues from sources other than fares are expected to be lower this year than last by approximately 5% or about \$3.2 million. This comes about because of a reduction in available state funding and an increase in allocation of funds for capital

3-3-3-3 BART BOARD RECEIVES TENTATIVE FISCAL YEAR 1982/83 BUDGET

programs, including the purchase of new C-Cars and rights-of-way for future rail extensions.

Bernard notes that while the proposed budget identifies an operating deficit, the system will realize a farebox recovery of operating costs of 45.6%, which will more than meet the 33% ratio required by state law to maintain its eligibility for state funding assistance.

Glenn noted that following a preliminary discussion, the Administration Committee will meet regularly over the next several weeks to continue general discussion of the budget before presenting the final budget to the BART Board of Directors. The Board of Directors will meet in May to adopt a preliminary budget, which will be presented at a public hearing in June. It is expected that the adoption of the final budget will take place at the last board meeting in June.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

April 16, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEBART OFFERS DISCOUNT TICKETS TO MAY 6 A'S GAME

May 6 is "BART Night" at the Oakland A's/Cleveland Indians game at the Oakland Coliseum and coupons offering BART riders a discount on tickets to this game are now available at all BART stations. The coupons are contained in a special flyer or in the new issue of the passenger newsletter BART TIMES.

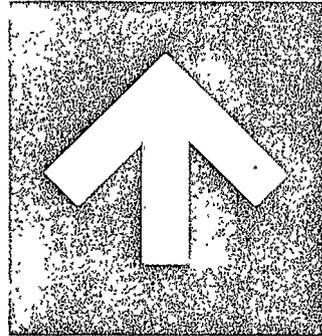
BART patrons who order tickets using the special coupon will be able to purchase regular \$6.00 adult tickets for \$4.50. Discount tickets for senior citizens and children 14 and under cost \$3.00 when using the coupon. Coupons will not be exchanged for tickets on game day. They are redeemable at the box office in advance only. Mail order tickets that are received 10 days prior to the game date will be held at the Coliseum "Will Call" window.

BART trains from San Francisco, Fremont, Richmond and Concord will provide direct service to and from the Coliseum before and after the game.

Last year, over 500,000 A's fans rode BART to the games at the Coliseum. BART public affairs department manager, Mike Healy, expects that figure to be even higher this year, as more people are discovering the convenience of riding BART to the games. So far this season, BART is averaging about 6,000 persons riding BART to the A's games at the Coliseum, an increase of one thousand persons per game over last season.

# # #

# Billy Ball™ On BART!



## IT'S A SPECIAL NIGHT FOR BART RIDERS

Thursday, May 6th  
Ride BART to the Oakland A's vs. Cleveland Indians game.

## AND GROUP DISCOUNTS ON A'S TICKETS FOR BART RIDERS

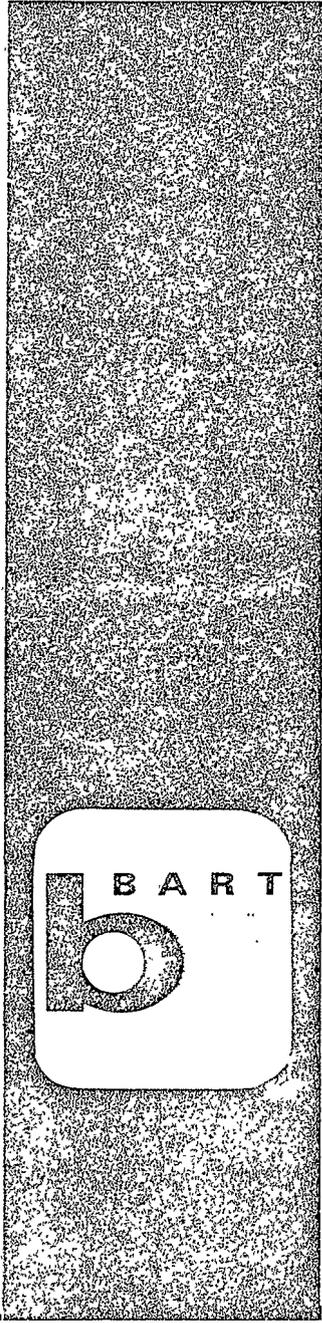
Group discount tickets are easy to get. Just read the detachable coupon. Then get a group of A's fans together, and come see an evening of Billy Ball.™ On BART.

## BART MAKES IT EASY FOR YOU

Leave your car at home. And ride BART to the A's game. That way, you can unwind after a hard day's work. Avoid fighting the rush hour traffic. And avoid those parking problems. Getting in and out of the Coliseum is easy when you ride BART. The station is just steps away from the stands. So you'll arrive at the Coliseum relaxed. Ready to see a great game.

## THERE'S EVEN SPECIAL DIRECT SERVICE TO THE GAME

Before and after the game, there's direct service to San Francisco, Concord, Richmond and Fremont.



**BART NIGHT — THURSDAY, MAY 6, 1982 — A's vs. CLEVELAND INDIANS — 7:30 p.m.**

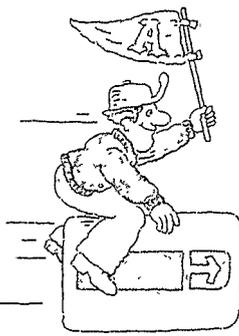
I would like to order: \_\_\_\_\_ Tickets @ \$4.50 each (Reg. Price \$6.00)  
\_\_\_\_\_ Sr. Citizen or Child (14 & under) Tickets @ \$3.00 each

Enclosed is my money order or check (which includes \$1.00 for handling) for: \$ \_\_\_\_\_, or charge to:

Card No. \_\_\_\_\_ Expiration Date \_\_\_\_\_ Master Charge \_\_\_\_\_ Visa \_\_\_\_\_  
Charge Acct: \_\_\_\_\_ Name for \_\_\_\_\_  
Name: \_\_\_\_\_ Will Call: \_\_\_\_\_  
Address: \_\_\_\_\_ Home Phone ( ) \_\_\_\_\_  
City/State/Zip: \_\_\_\_\_ Work Phone ( ) \_\_\_\_\_

For best seats, please mail early to: BART NIGHT, Oakland A's, Oakland Coliseum, Oakland, CA 94621

COUPONS WILL NOT BE EXCHANGED FOR TICKETS ON GAME DAY. REDEEMABLE AT BOX OFFICE IN ADVANCE ONLY. ORDERS RECEIVED 10 DAYS PRIOR TO GAME DATE WILL BE HELD AT WILL CALL WINDOW UNDER NAME LISTED ABOVE WITH PROPER IDENTIFICATION.



# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mouber  
 Manager, Public Information  
 (415) 465-4100, Ext. 514

April 20, 1982

FOR IMMEDIATE RELEASEAUTOMOBILE PARKING AT LAFAYETTE BART STATION

BART Director Barclay Simpson, of Lafayette, today announced that all-day parking for over 90 additional automobiles is now available at the Lafayette BART Station.

The additional parking is being made available by lifting parking restrictions on the access road to the station entrance located south of Highway 24, which can be reached off Happy Valley Road. Parking will be permitted on both sides of this access road between the hours of 6 a.m. and 9 p.m., after which the road becomes a tow-away area. There is parking space for about 50 automobiles on this road, in the space designated for this purpose. All-day parking is now also available for about 40 more cars at the north side of the Lafayette Station.

Simpson said, "I believe these additional parking spaces at the Lafayette Station will be of great help in relieving the congestion which has been experienced at this station.

"However, I would like to urge those BART patrons using the Lafayette Station to consider the use of the available AC Transit service which comes directly to the Lafayette Station. AC Route #305 runs between 6 a.m. and 8 p.m. During the commute hours, AC Routes #353 and #355 provide excellent service for those who can use them. Also, BART provides a free transfer away from the station on the bus routes."

Simpson noted that specific information about bus routes serving the Lafayette BART Station can be obtained from BART's toll-free number, 933-BART, and from AC Transit at 938-7654.

# # #

Y-66

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Mike Healy  
Department Manager  
Public Affairs

April 29, 1982

FOR IMMEDIATE RELEASE

## BART TO HOLD PUBLIC HEARINGS ON GREYHOUND SERVICE

BART will be seeking public comment at two separate hearings to be held on Thursday, May 6, concerning the proposed discontinuance of the Greyhound commute service now being provided from Concord to San Francisco.

The full BART board will hold the first of the two public hearings at 9 a.m. in the BART board of directors' room located in the transit district's Lake Merritt Administration Building in Oakland. The address is 800 Madison Street, just over the Lake Merritt Station.

For the convenience of those who cannot attend the morning hearing, BART Director Barc Simpson will preside at an evening public hearing to be held at 6 p.m., Thursday, May 6, in the Walnut Creek City Council chambers.

BART has been acting as a conduit or "pass through" for subsidy funding from the Metropolitan Transportation Commission (MTC) to operate the Greyhound service since November 1978. Under a contract with Greyhound, BART also serves as the management agency for the service. BART has been notified by the MTC that in the coming fiscal year (1982/83) there will be no funds specially allocated for subsidizing the Greyhound service. For the current year, ridership on the Greyhound service has declined from about 500 passengers a day to around 380, and the farebox recovery has not met an MTC request of at least 60%.

The BART board has tentatively set June 30, 1982, for termination of the service.

# # #

# NEWS RELEASE

Y-67

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Mike Healy, Department Manager  
Public Affairs  
(415) 465-4100, Ext. 528

April 29, 1982

FOR IMMEDIATE RELEASE

## BART JOINS THE U.S. NAVY TO SALUTE CINCO DE MAYO

BART and the U.S. Navy will join forces this coming Wednesday, May 5 in recognition of Cinco de Mayo, the celebrated Mexican holiday.

Beginning at 11 a.m. on the plaza green (street level) of BART's Lake Merritt Station in Oakland, lively mariachi music and colorful Ballet Folklorico will provide entertainment as part of the traditional holiday festivities. Additionally, the U.S. Navy Band will be on hand with more music and there will be refreshments (Mexican pastries and coffee).

Following the Lake Merritt Station activities, the U.S. Navy is inviting the public to tour the USS Mars which will be docked at the Oakland Port. Free shuttle service will be provided between Lake Merritt Station and the ship by the U. S. Navy.

The Lake Merritt Station is located on Oak Street between 8th and 9th streets in Oakland. By BART, take Fremont bound trains from San Francisco and Richmond, and if coming from Fremont or points north along the system's Alameda line, take Richmond or San Francisco bound trains. From the Concord line, connect with a Fremont bound train at MacArthur, 19th or 12th street stations.

In keeping with the festive spirit, many of BART's station agents and line personnel will be wearing some traditional item to symbolize the Cinco de Mayo holiday.

The festivities at the Lake Merritt Station are expected to take place from 11 a.m. until approximately 2 p.m.

Later in the evening, beginning at 8 p.m. more festivities are planned to take place at Everett Junior High School, a few blocks away from BART's 16th Street Station in San Francisco. This event, sponsored by the Comite Mexicano Civico Patriotico, will run until 10 p.m. Everett Junior High School is located at 450 Church St. The festivities will be free.

# # #

MAY

1982 NEWS RELEASES

MAY

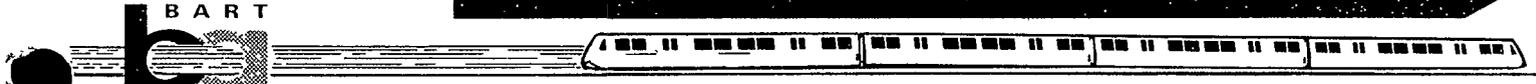
- Y-68 BART'S ADMINISTRATION COMMITTEE TO MEET WEDNESDAY, MAY 5, 1982
- Y-69 TWO PUBLIC HEARINGS ON BART/GREYHOUND CONTRACT SCHEDULED THIS WEEK
- Y-70 CINCO DE MAYO FESTIVITIES ON BART
- Y-71 TAKE BART'S BILLY BALL SPECIAL TRAIN DIRECTLY TO THE COLISEUM
- Y-72 PIX CAPTION: HOW MANY "BILLY BALL" BASEBALLS WILL FIT INTO A BART CAR?
- Y-73 HOW MANY "BILLY BALL" BASEBALLS WILL FIT INTO A BART CAR?
- Y-74 "FUN GOES FARTHER ON BART" T-SHIRTS NOW AVAILABLE
- Y-75 BART TO RUN THE "BAY TO BREAKERS SPECIAL" EXPRESS TRAINS FOR THE RACE ON SUNDAY, MAY 16
- Y-76 BART'S BILLY BALL SPECIAL TRAIN THE QUICK AND EASY WAY TO THE A's GAME
- Y-77 BART TO SPONSOR TENTH YEAR ANNIVERSARY POSTER CONTEST
- Y-78 PIX CAPTION - EUGENE GARFINKLE("BAY TO BREAKERS")
- Y-79 PIX CAPTION - THREE BART EMPLOYEES ("BAY TO BREAKERS")
- Y-80 PIX CAPTION - FOUR BART EMPLOYEES ("BAY TO BREAKERS: \_
- Y-81 HOW MANY "BILLY BALL" BASEBALLS WILL FIT INTO A BART CAR? PIX CAPTION
- Y-82 BART'S FIVE YEAR PLAN
- Y-83 TAKE BART TO "BAY TO BREAKERS" RACE IN SAN FRANCISCO ON SUNDAY, MAY 16
- Y-84 TAKE BART'S BILLY BALL SPECIAL TO THE A's/YANKEE GAMES THIS WEEKEND
- Y-85 TAKE BART TO THE AMTRAK FUNDAYS IN SAN FRANCISCO ON SATURSDAY AND SUNDAY
- Y-86 BART'S 24TH STREET SITE OF DRUNK DRIVING PREVENTION FAIR ON SATURDAY
- Y-87 ADVISORY" CORRECTION RE: (News Release # Y-86)
- Y-88 BART BOARD ADOPTS TENTATIVE BUDGET
- Y-89 BART TO SEEK EXTENSION OF GREYHOUND SERVICE
- Y-90 BART AWARDS \$17.8 MILLION VEHICLE FIRE SAFETY IMPROVEMENT CONTRACT
- Y-91 PIX CAPTION - JOHN DAHL/EUGENE GARFINKLE SHOWN SIGNING BART'S \$17.8 MILLION VEHICLE FIRE RESISTANCE IMPROVEMENT PROJECT
- Y-92 PIX CAPTION - JOHN DAHL/EUGENE GARFINKLE SHOWN SIGNING BART'S \$17.8 MILLION VEHICLE FIRE RESISTANCE IMPROVEMENT PROJECT
- Y-93 PIX CAPTION - JOHN DAHL/EUGENE GARFINKLE SHOWN SIGNING BART'S \$17.8 MILLION VEHICLE FIRE RESISTANCE IMPROVEMENT PROJECT

MAY (continued)

- Y-94 NEW BUSWAY PATRON CANOPY AT FREMONT STATION TO BE CONSTRUCTED
- Y-95 BART AWARDS CONTRACT FOR EXPANDED RADIO COMMUNICATIONS SYSTEM
- Y-96 BART TO CONDUCT PASSENGER PROFILE SURVEY
- Y-97 BART SERVICE FOR MEMORIAL DAY WEEKEND
- Y-98 BART ADDS EXTRA CARS FOR VIETNAM VETERANS BENEFIT AT MOSCONE CENTER, FRI, MAY 28
- Y-99
- Y-100 PIX CAPTION - \$17.8 MILLION VEHICLE FIRE RESISTANCE IMPROVEMENT PROJECT
- Y-101 PIX CAPTION - " " " " " " " "
- Y-102 PIX CAPTION - " " " " " " " "
- Y-103 BART "BILLY BALL SPECIAL" TRAINS TO RUN IN JUNE

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober  
Manager, Public Information  
(415) 465-4100, Ext. 514

May 3, 1982

FOR IMMEDIATE RELEASE

BART'S ADMINISTRATION COMMITTEE TO MEET WEDNESDAY, MAY 5, 1982

BART Director John Glenn, of Fremont, announced today that BART's Administration Committee, of which he is Chairperson, will meet Wednesday, May 5, at 9 a.m. in the BART Board Room, located in the District's Administration Building, 800 Madison Street, Oakland, CA.

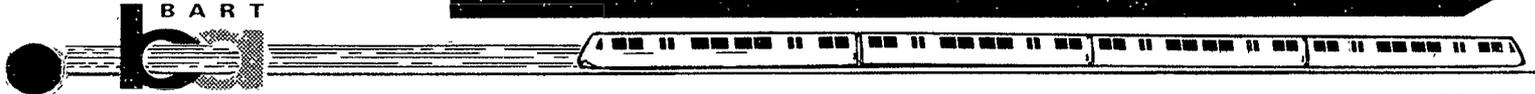
On the agenda will be a discussion of fare proposals and the required public hearings on such proposals. The committee will also continue its review of the proposed District budget for the fiscal year 1982/83.

# # #

Y-69

BART

# NEWS RELEASE



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

May 3, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## TWO PUBLIC HEARINGS ON BART/GREYHOUND CONTRACT SCHEDULED THIS WEEK

Because of anticipated increases in cost of service, a continuing decline in the number of riders and the shortage of available operating subsidy funds, two separate public hearings will be held on Thursday, May 6, in order to receive public comment on the proposed discontinuance of the special BART/Greyhound Central Contra Costa service.

The first of the public hearings will be conducted by the full BART Board at 9 a.m. in the BART Board of Director's room located in the transit district's Lake Merritt Administration Building in Oakland. The address is 800 Madison Street, just above the Lake Merritt Station.

BART Director Barc Simpson will preside at the second meeting, held for the convenience of those unable to attend the morning hearing, will commence at 6 p.m. in the Walnut Creek City Council chambers, located at 1666 Main St., Walnut Creek.

Since November 1978, when the California Public Utilities Commission (CPUC) allowed Greyhound to discontinue its service from Concord to San Francisco, due to mounting losses, BART has been acting as a conduit or "pass through" agency for subsidy funding from the Metropolitan Transportation Commission (MTC), in order to maintain the service. The cost of the service for 1981/82 is estimated to be \$909,000, of which, according to MTC funding requirements, 60 percent was to have been recovered from the fare box. However, the ridership has now declined to 380 riders per day, which means that fares are paying only about 50 percent of the operating costs.

- MORE -

BART serves as the Greyhound contract management agency and has been notified by the MTC that "...there are no funds which could be allocated by MTC for subsidizing the BART/Greyhound service which would not otherwise be available to either BART or CCCTA for other purposes..."

As a result of the passage of Proposition 13, BART has lost an average of \$2.5 million dollars annually in property tax funds used to support BART operations. The continuation of the Greyhound contract, which will go up about 10 percent to nearly \$1 million in 1982/83, would place a heavy burden on BART and the CCCTA.

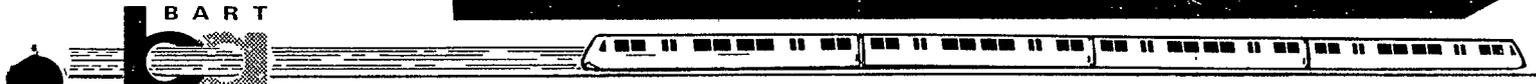
To continue the service will require an additional increase in fares and a reduction in service which will most likely lead to an even further reduction in the number of riders.

The BART board has tentatively set June 30, 1982, for termination of the service.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Sy Mouber, Manager  
Public Information

May 3, 1982

CONTACT: Sandy Tibbetts  
Public Information Assistant  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## CINCO DE MAYO FESTIVITIES ON BART

People riding BART this Wednesday, May 5, will notice that many BART station agents and line personnel will be wearing colorful Mexican dress in celebration of Cinco de Mayo.

In recognition of the celebrated Mexican holiday, BART and the U. S. Navy will play host to the public at Cinco de Mayo activities on Wednesday, from 11 a.m. to 2 p.m. at the Lake Merritt BART Station in Oakland. Beginning at 11 a.m., lively mariachi music and the colorful Ballet Folklorico will entertain the public on the plaza green (street level) of the Lake Merritt Station. In addition to the mariachi music, the U. S. Navy Band will play a number of tunes for the public's enjoyment. To accompany the music, early arrivals will be treated to Mexican pastries and coffee.

The Lake Merritt Station is located on Oak Street between 8th and 9th streets in Oakland. To get to the station, take Fremont bound trains from San Francisco and Richmond, and if coming from Fremont or points north along the system's Alameda line, take Richmond or San Francisco bound trains. From the Concord line connect with a Fremont bound train at MacArthur, 19th or 12th street stations.

Following the Lake Merritt Station activities, the U. S. Navy is inviting the public to tour the USS Mars which will be docked at the Oakland Port. Free shuttle service between Lake Merritt and the ship will be provided by the U. S. Navy.

Later in the evening, beginning at 8 p.m., more free festivities will take place at Everett Junior High School located at 450 Church St. in San Francisco. Everett Junior High School is only a few blocks from BART's 16th Street Station. The Comité Mexicano Civico Patriotico is sponsoring the event, which will run until 10 p.m.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

May 5, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE.

TAKE BART'S BILLY BALL SPECIAL TRAIN DIRECTLY TO THE COLISEUM

When the Oakland A's return to the bay area on Thursday, May 6, BART will be operating the "Billy Ball Specials" providing direct train service to the Oakland Coliseum.

On Thursday, May 6, which has been designated "BART Night At The Oakland A's" for the game with the Cleveland Indians, Rick Mikla, 31 years old, of Fremont, a BART employee, will throw out the first ball. Mikla was the winner of a contest among BART employees, when he submitted the most nearly correct answer to the question, "How Many Billy Balls Will Fit Into a BART Car?". His answer was 334,411, which was just 1,077 short of the answer developed by the Institute for Transportation Studies at the University of California in Berkeley, whose official calculations indicated that 335,488 Billy Balls would fit into a BART car.

For the night games, tomorrow and on Friday, May 7, to accommodate A's fans coming from stations on the Concord line, the "Billy Ball Special A's Train" will leave the Concord BART Station at 6 p.m., making

(MORE)

2-2-2-2-"Take BART's Billy Ball Special Train Directly To The Coliseum"

the following stops along the way: Pleasant Hill, 6:06; Walnut Creek, 6:09; Lafayette, 6:14; Orinda, 6:19; and Rockridge, 6:25 p.m. The special train will arrive at the Coliseum BART Station at 6:45 p.m. for the game that begins at 7:35 p.m. After the game, BART will provide a direct train to Concord for the return trip from the Coliseum.

On Saturday, May 8, when the game begins at 1:05 p.m., the special direct train will leave Concord at 11:25 a.m. and will arrive at the Coliseum at 12:10 p.m.

Then on Sunday, May 9, the "Billy Ball Special" will leave Concord at 11 a.m. and will arrive at the Coliseum at 11:45 a.m. Also, on Sunday, BART will be operating a special direct train from Daly City to the Coliseum, with no transfer necessary in downtown Oakland. The "Billy Ball Special" from Daly City will depart at 11:35 a.m. and will make all stops in downtown San Francisco, arriving then at the Coliseum at 12:01 p.m. Game time on Sunday is 12:35 p.m.

During the week, when BART operates on four lines, A's fans from San Francisco and Richmond should take a Fremont-bound train for direct service to the games. Fans boarding at Fremont and stations to the north, can take either a Richmond or a San Francisco bound train for service directly to the game.

( MORE )

3-3-3-3-"Take BART's Billy Ball Special Train Directly To The Coliseum"

Here's the complete "Billy Ball Special Train" schedule for May 6 through May 9.

"BILLY BALL SPECIAL A'S TRAIN" SCHEDULE MAY 6-THRU-MAY 9

<u>CONCORD TO COLISEUM</u> <u>DIRECT TRAIN SERVICE</u>	<u>THURS, FRI</u> <u>5/6, 5/7</u>	<u>SAT</u> <u>5/8</u>	<u>SUN</u> <u>5/9</u>
Lv. Concord	6:00PM	11:25AM	11:00AM
Lv. Pleasant Hill	6:06PM	11:31AM	11:06AM
Lv. Walnut Creek	6:09PM	11:34AM	11:09AM
Lv. Lafayette	6:14PM	11:39AM	11:14AM
Lv. Orinda	6:19PM	11:44AM	11:19AM
Lv. Rockridge	6:25PM	11:50AM	11:25AM
Ar. Coliseum	6:45PM	12:01AM	11:50AM
GAME TIME	7:35PM	1:05AM	12:35PM

AFTER GAME, THESE TRAINS RETURN TO CONCORD

<u>DALY CITY TO COLISEUM</u> <u>DIRECT TRAIN SERVICE</u>	<u>SUN</u> <u>5/9</u>
Lv. Daly City	11:15AM
Lv. Balboa Park	11:19AM
Lv. Glen Park	11:21AM
Lv. 24th St.	11:25AM
Lv. 16th St.	11:27AM
Lv. Civic Center	11:29AM
Lv. Powell	11:31AM
Lv. Montgomery	11:33AM
Lv. Embarcadero	11:34AM
Lv. Oakland West	11:41AM
Ar. Coliseum	11:54AM
GAME TIME	12:35PM

AFTER GAME, THIS TRAIN RETURNS TO SAN FRANCISCO/DALY CITY

"Billy Ball Special A's Train" schedules and the BART weekend and evening timetables are available at all stations on the Concord and San Francisco lines.

The Coliseum stadium is just a short walk from the Coliseum BART station, via an aerial bridge connecting the two facilities. An elevator to the bridge makes it accessible to persons with mobility impairments.

# # #

ADVISORY: Schedule for the balance of the month of May out later this week

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

May 5, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## HOW MANY "BILLY BALL" BASEBALLS WILL FIT INTO A BART CAR??

Rick Mikla, (C) 31 years old, of Fremont, is the grand prize winner of the contest held among BART employees and will throw out the first ball at the Oakland A's game on Thursday, May 6, "BART Night With A's" at the Oakland Coliseum. Sy Mober, BART's Manager, Public Information (R), presents Mikla with some of his prizes and two tickets to the game with the Cleveland Indians.

Mikla's answer of 334,411 to the contest question, "How Many Billy Ball Baseballs Will Fit Into A BART CAR?" was the closest to the official answer of 335,488 which was developed by the Institute for Transportation Studies (ITS) at the University of California.

BART Train Operator Chip Pauley (L) of Benecia, holds the special train destination signs used on the "Billy Ball Specials" which provide direct service for nights and weekend Oakland A's games at the Coliseum.

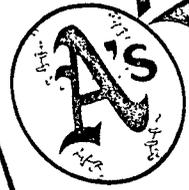
Mikla, a Vehicle Maintenance Engineer at the Hayward BART Shops, has been a BART employee for six years. He said he needed about three hours to make the necessary calculations and used only a small calculator to come up with his answer.

Over 40 entries were received in the BART employee contest which was first announced in "BARTalk", the BART employee publication. Answers ranged from "One" to 1,934,005. According to ITS, the 335,488 baseballs that would fit into any empty BART B-Car, the mid-train cars, would weigh about 52 tons. The car itself weighs only about 30 tons. According to Sandy Tibbets, of BART's Public Information office, who suggested the contest, "If a baseball costs about four dollars, the retail value for the "Billy Balls" that would fit into a B-Car would be over \$1.3 million, which is more than the cost of the car." # # #

RICHMOND/DALY CITY FY11



**Billy Ball**  
**SPECIAL**



HOW MANY BILLYBALLS  
FIT INTO A B-CAR?

334,411



14

PHOTO  
DO NOT BEND



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100

*Return and Forwarding Postage Guaranteed*

City Desk  
FREMONT ARGUS  
37427 Centralmont Place  
Fremont, CA 94536

**FIRST CLASS MAIL**

*Handwritten note:*  
Please do not bend  
this envelope  
to avoid  
damage to  
the photo  
inside.

**PHOTO  
DO NOT BEND**



**BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100**

*Return and Forwarding Postage Guaranteed*

City Desk  
CONTRA COSTA TIMES  
2640 Shadelands Drive  
Walnut Creek, CA 94598

**FIRST CLASS MAIL**

PHOTO  
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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100

*Return and Forwarding Postage Guaranteed*

City Desk  
ALAMEDA TIMES STAR  
1516 Oak Street  
Alameda, CA 94501

**FIRST CLASS MAIL**

**PHOTO  
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**BAY AREA RAPID TRANSIT DISTRICT**  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100

*Return and Forwarding Postage Guaranteed*

City Desk  
Hayward Daily Review  
116 W. Winton Avenue  
Hayward, CA 94541

**FIRST CLASS MAIL**

**PHOTO  
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**BAY AREA RAPID TRANSIT DISTRICT**  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100

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City Desk  
SAN FRANCISCO EXAMINER  
110 Fifth Street  
San Francisco, CA 94103

**FIRST CLASS MAIL**

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100

*Return and Forwarding Postage Guaranteed*

City Desk  
OAKLAND TRIBUNE  
EASTBAY TODAY  
409 Thirteenth Street  
Oakland, CA 94612

**FIRST CLASS MAIL**

**PHOTO  
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**BAY AREA RAPID TRANSIT DISTRICT**  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100

*Return and Forwarding Postage Guaranteed*

Dennis Rockstroh  
BART Reporter  
4074 Eggers Drive  
Suite M  
Fremont, CA 94536

**FIRST CLASS MAIL**

**PHOTO  
DO NOT BEND**



**BAY AREA RAPID TRANSIT DISTRICT**  
800 Madison Street  
Oakland, California 94607  
Telephone 465-4100

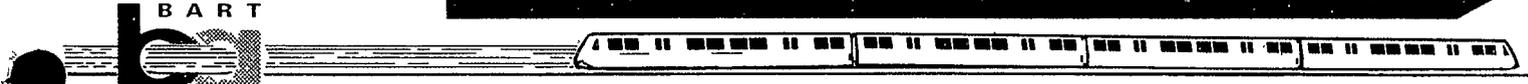
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City Desk  
BERKELEY GAZETTE  
2043 Allston Way  
Berkeley, CA 94705

**FIRST CLASS MAIL**

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

May 6, 1982

CONTACT: Sy Mober  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

HOW MANY "BILLY BALL" BASEBALLS WILL FIT INTO A BART CAR?

Rick Mikla, 31 years old, of Fremont, is the grand prize winner of the contest held among BART employees and will throw out the first ball at the Oakland A's game on Thursday, May 6, "BART Night With The A's" at the Oakland Coliseum.

Mikla's answer of 334,411 to the contest question, "How Many Billy Ball Baseballs Will Fit Into A BART Car?" was the closest to the official answer of 335,488 which was developed by the Institute for Transportation Studies (ITS) at the University of California.

Mikla, a Vehicle Maintenance Engineer at the Hayward BART Shops, has been a BART employee for six years. He said he needed about three hours to make the necessary calculations and used only a small calculator to come up with his answer.

Over 40 entries were received in the BART employee contest which was first announced in "BARTalk", the BART employee publication. Answers ranged from "One" to 1,934,005. According to ITS, the 335,488 baseballs that would fit into an empty BART B-Car, the mid-train cars, would weigh about 52 tons. The car itself weighs only about 30 tons.

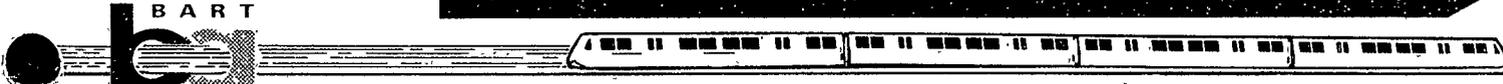
If a baseball costs about four dollars, the retail value for the "Billy Balls" that would fit into a B-Car would be over \$1.3 million, which is more than the cost of the car.

In addition to the privilege of throwing out the first ball for the game on "BART Night With The A's", Mikla was presented also with an A's Cap, an A's Tote Bag, an A's T-Shirt, an autographed Billy Ball and the A's magazine.

# # # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

May 6, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

"FUN GOES FARTHER ON BART" T-SHIRTS NOW AVAILABLE

Active bay area people, rail enthusiasts and t-shirt collectors will have the opportunity to purchase a specially designed BART t-shirt and receive a free BART ticket beginning Monday, May 10.

In keeping with its current marketing theme, "Fun Goes Farther on BART," the transit district has licensed Copes of Oakland to produce and sell t-shirts depicting the recreational theme. Flyers containing order forms will be available at all BART stations next week, beginning May 10. A free \$1.00 BART ticket will be given to the first 100 people who send in orders.

The shirts are available in two styles: one is a pale blue, crew neck t-shirt with short sleeves; the other is a "baseball jersey" with white body and royal blue, three-quarter length raglan sleeves. They range in price from \$5.50 to \$8.95, depending on size and style.

T-shirt collectors and rail enthusiasts will be interested to know that this is only the second shirt that has been produced and sold expressly for BART. The first shirts showed a large BART ticket on the front and were sold in 1975.

The shirts are part of a marketing program to promote and encourage riding BART during off-peak, non-commute hours when BART trains have plenty of extra seating available. In addition to the shirts, BART has published a free "Fun Goes Farther on BART" brochure listing 159 leisure, shopping, restaurants and other points of interest that can be easily reached by BART. These brochures are available in all BART stations.

# FUN BEGINS IN A BART T-SHIRT



Did you know there are 159 fun places to wear a BART T-Shirt? Places like theatres, entertainment centers, restaurants, museums, parks and zoos AND many others. We'll leave the rest up to your imagination.

Fun goes further with BART! T-Shirts are available in children's sizes (S-M-L) and adult sizes (S-M-L-XL). T-Shirts are 50% cotton/50% polyester and made in the U.S.A.

Hurry! the first 100 orders will receive a free \$1.00 BART ticket.

Make check or money order payable to **COPEs OF OAKLAND**  
P.O. Box 28444  
Oakland, CA 94604

Please rush me the BART T-Shirt(s) with the understanding that if I am one of the first 100 people, I will receive a bonus of a \$1.00 BART ticket.

T-Shirts are available in 2 styles:

(1) Baseball Jersey—White body with ¾ Royal Blue raglan sleeves

(2) Crewneck T-Shirt—Sky Blue

	S	M	L	XL	
Adult	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$8.95
Children	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$6.95

Adult	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$6.50
Children	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$5.50

Indicate quantity in boxes above

Total cost of shirts(s) \_\_\_\_\_  
Include \$1.50 per shirt for postage and handling. California residents add 6½% sales tax to the total.  
Allow 4 weeks for delivery

Name \_\_\_\_\_  
please print

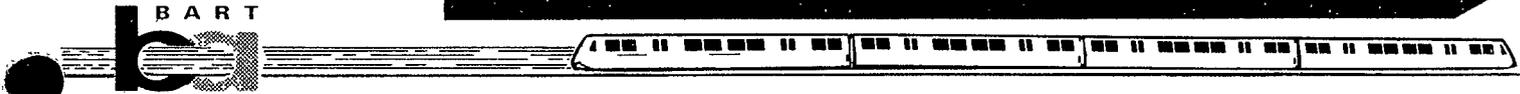
Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

T-Shirts are manufactured by Copes of Oakland under a licensing agreement from BART. BART is not responsible for filling orders or any problems encountered with the purchase or delivery of shirts. Questions and further information should be referred to Copes of Oakland at 415-436-0812 or at the mailing address given on the order blank.

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

May 6, 1982

FOR IMMEDIATE RELEASE

BART TO RUN THE "BAY TO BREAKERS SPECIAL" EXPRESS TRAINS

FOR THE RACE ON SUNDAY, MAY 16

"Bay to Breakers" runners and spectators on Sunday, May 16, will be able to take a BART express train, the "Bay to Breakers Special," to the Embarcadero Station, which is a short walk from the starting point of the race at Howard and Spears Streets, San Francisco.

In order to accommodate "Bay to Breakers" participants and spectators before normal Sunday service begins at 9 a.m., BART will operate 7-car express trains which will depart from five east bay stations and from Daly City Station.

At 6:15 a.m., and then at 7 a.m., the "Bay to Breakers Special" will depart the South Hayward Station, located at 28601 Dixon St., Hayward, and will make one stop at Oakland West Station at 6:41 a.m. and 7:26 a.m.

From the Lafayette Station, 3601 Dearhill Road, Lafayette, the special train will leave at 6:15 a.m. and 7 a.m., making two stops, first at MacArthur Station at 6:30 a.m. and 7:15 a.m., and the second at Oakland West Station at 6:38 a.m. and 7:23 a.m.

The BART express "Bay to Breakers Special" will depart from the El Cerrito-De1 Norte Station, 6400 Cutting Blvd., El Cerrito, at 6:15 a.m. and 7:00 a.m. This train will make two stops, MacArthur Station at 6:29 a.m. and 7:14 a.m., and Oakland West Station at 6:37 a.m. and 7:22 a.m.

At the MacArthur BART Station, 555 - 40th Street, Oakland, runners and spectators will have a choice of four express "Bay to Breakers Specials" leaving at 6:29 a.m., 6:30 a.m., 7:14 a.m., and 7:15 a.m. From the Oakland West Station, located at 1451 Seventh Street, Oakland, six express trains will leave at 6:37 a.m., 6:38 a.m., 6:41 a.m.; 7:22 a.m.; 7:23 a.m. and 7:26 a.m.

-- MORE --

2-2-2-2 "BAY TO BREAKERS SPECIAL" FOR THE RACE ON SUNDAY, MAY 16

BART's "Bay to Breaker Special" will depart Daly City Station at 6:15 a.m. and 7 a.m. and will operate as an express train, making no stops on its trip to the Embarcadero Station.

The eight "Bay to Breakers Special" express trains will arrive at the Embarcadero Station between 6:31 a.m. and 7:34 a.m., which allows ample time to get to the start of the race at 8 a.m.

BART officials note that none of the express trains will operate beyond the Embarcadero Station until regular service begins at 9 a.m. Also, when the last "Bay to Breakers Special" leaves any of the eight BART stations, which have been opened especially for the "Bay to Breakers Special," these stations will close and not open until regular service starts.

For the "Bay to Breakers" spectators, San Francisco MUNI will operate regular service to the end of the race at 47th and Fulton Streets. From the corner of 2nd and Market, take the #5 Fulton; #31 Balboa; or #38 Geary to the end of the race. Also, the #1 California, which stops at Drumm and Sacramento, will be operating on the day of the race.

Starting at approximately 6:30 a.m., MUNI will provide additional regular fare buses, which will leave from Fulton and 48th Avenue as needed until the start of the race, and travel downtown to Mission and Beale Streets, where runners may disembark for the starting line at Howard and Spear Streets.

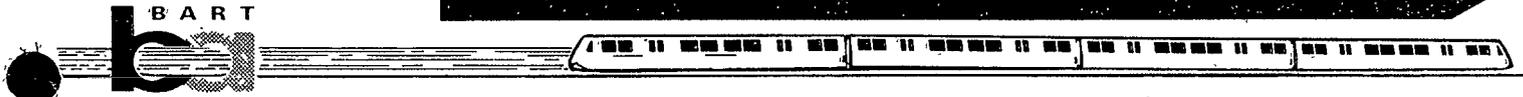
Additional buses will also provide service from 9 a.m. until 12 noon to shuttle runners from Fulton and 48th Avenue back downtown after the race, where they may then connect with other MUNI lines or BART trains to get home.

For additional help in planning the trip to San Francisco for the "Bay to Breakers," patrons should pick up a "Bay to Breakers" schedule, "All About BART 1982" brochure, and a Weekend and Evening Schedule, available in all BART stations.



# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100  
 CONTACT: Sy Moubey, Manager May 10, 1982

Public Information  
 (415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART'S BILLY BALL SPECIAL TRAIN THE QUICK AND EASY WAY TO THE A'S GAMES

Getting to the Oakland A's games at the Coliseum by using BART's "Billy Ball Special" trains from Concord and Daly City is the quick and easy way to go. For all night games, BART's "Billy Ball Special" trains leave the Concord BART Station at 6 p.m. and make all stops on the way to the Oakland Coliseum, arriving at the Coliseum Station at 6:45 p.m., which allows for a leisurely walk to the stadium, where the games start at 7:35 p.m.

On Saturdays, "Billy Ball Special" trains depart Concord Station at 11:25 a.m. and arrive at the Coliseum Station at 12:01 p.m. for the 1:05 p.m. game starting time.

Two "Billy Ball Special" trains run on Sundays. On May 16, from Concord Station, the 7-car train leaves at 11:20 a.m. and arrives at the Coliseum Station at 12:05 p.m. On May 30, for the double header with the Detroit Tigers, the train leaves Concord Station at 11 a.m., arriving at Coliseum at 11:45 a.m. for the game which begins at 12:35 p.m. In order to accommodate A's fans from the San Francisco and Peninsula area, the second "Billy Ball Special" train on May 16 departs Daly City BART Station at 11:35 a.m. and will pick up passengers at all San Francisco stations arriving at the Coliseum at 12:14 p.m. for the game which begins at 1:05 p.m. For the double header with Detroit on May 30, this train will depart Daly City at 11:15 a.m., arriving at the Coliseum at 11:54 a.m.

BART's "Billy Ball Special" trains from Concord are usually direct trains to the Coliseum for night and weekend games, with no transfer needed. For weekday games, such as the game on Wednesday, May 12, when BART operates on four lines, A's fans from San Francisco and Richmond should take a Fremont-bound train for direct service to the games. Fans boarding at Fremont and stations to the north can take either a Richmond or a San Francisco bound train for service directly to the game.

For the first 12 home games of the 1982 season, BART carried over 50,000 fans to and from the games, which is about 18% of the paid attendance at the Oakland Coliseum.

-- MORE --

2-2-2-2 BART'S BILLY BALL SPECIAL TRAIN TO THE A'S GAMES

Information about the "Billy Ball Special" train schedules and the BART weekend and evening timetables are available at all BART stations.

The Coliseum stadium is just a short walk from the Coliseum BART Station, via an aerial bridge connecting the two facilities. An elevator to the bridge makes it accessible to persons with mobility impairments.

Here's the "Billy Ball Special" train schedule for the remaining Oakland A's home games for the month, May 13 through May 30:

<u>CONCORD TO COLISEUM DIRECT TRAIN SERVICE</u>	<u>THURS 5/13</u>	<u>FRIDAY 5/14, 5/28</u>	<u>SAT 5/15, 5/29</u>	<u>SUN 5/16</u>	<u>SUN 5/30</u>
Lv. Concord	6:00 PM		11:25 AM	11:20 AM	11:00 AM
Lv. Pleasant Hill	6:06 PM		11:31 AM	11:26 AM	11:06 AM
Lv. Walnut Creek	6:09 P.M.		11:34 AM	11:29 AM	11:09 AM
Lv. Lafayette	6:14 PM		11:39 AM	11:34 AM	11:14 AM
Lv. Orinda	6:19 PM		11:44 AM	11:39 AM	11:19 AM
Lv. Rockridge	6:25 PM		11:50 AM	11:45 AM	11:25 AM
Ar. Coliseum	6:45 PM		12:10 PM	12:05 PM	11:45 AM
GAME TIME	7:35 PM		1:05 PM	1:05 PM	12:35 PM

AFTER GAME, THESE TRAINS RETURN TO CONCORD

<u>DALY CITY TO COLISEUM DIRECT TRAIN SERVICE</u>	<u>SUN 5/16</u>	<u>SUN 5/30</u>
Lv. Daly City	11:35 AM	11:15 AM
Lv. Balboa Park	11:39 AM	11:19 AM
Lv. Glen Park	11:41 AM	11:21 AM
Lv. 24th St.	11:45 AM	11:25 AM
Lv. 16th St.	11:47 AM	11:27 AM
Lv. Civic Center	11:49 AM	11:29 AM
Lv. Powell	11:51 AM	11:31 AM
Lv. Montgomery	11:53 AM	11:33 AM
Lv. Embarcadero	11:54 AM	11:34 AM
Lv. Oakland West	12:01 PM	11:41 AM
Ar. Coliseum	12:14 PM	11:54 AM
GAME TIME	1:05 PM	12:35 PM

AFTER GAME, THESE TRAINS RETURN TO SAN FRANCISCO/DALY CITY

# # #

FYI Should you receive this news release prior to 6 p.m., Tuesday, May 11, there will be a "Billy Ball Special" train in operation on this date on the schedule indicated for other night games.

Please take note of the information about service to the game on Wednesday, May 12, which begins at 12:15 p.m.

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

May 11, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566FOR IMMEDIATE RELEASE

## BART TO SPONSOR TENTH YEAR ANNIVERSARY POSTER CONTEST

If you're 16 years or older and are artistically inclined, you may receive a trip for two to Hawaii, as the grand prize winner in a poster contest being sponsored by BART in celebration of its tenth anniversary.

BART has announced it will sponsor a poster contest to commemorate the upcoming celebration this September of its tenth year of train service. BART is inviting talented, creative people, both professional and students, to submit poster proposals that may be a graphic, poetic, literary (or any combination thereof) commemoration of BART's tenth anniversary.

The first place winner will receive an eight-day Hawaiian holiday for two, including round-trip air fare on United Airlines, accommodations at Waikiki Beach and transportation to and from the airport. This package has been donated by Transportation Displays Incorporated. Second place winner will receive a \$200 gift credit for accommodations at the MGM Grand in Reno, donated by KNEW radio.

Entries must be received by BART no later than 5 p.m. on Tuesday, June 15, 1982. A panel of judges representing BART and the local art community will select the winners on or about June 21, 1982. Included among the judges will be John O'Lague, of the Alameda County Art Commission; Paul Freed, of the Contra Costa County Alliance for the Arts; and Robert LaRocca, of the San Francisco Art Commission.

Poster proposals must be submitted in comprehensive roughs showing sufficient detail and color to allow the panel of judges to make a final selection. BART may

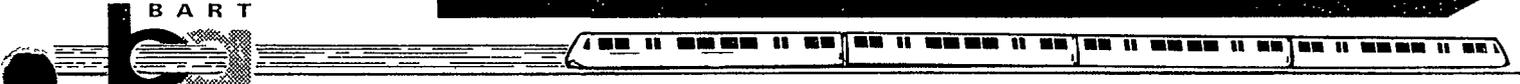
produce posters of the first and second place winning designs for advertising in trains and stations. Employees of BART, Transportation Displays Incorporated, or KNEW radio and their families are not eligible to participate in this contest.

Persons interested in entering the contest must contact BART's Office of Passenger Service, (415) 465-4100, Ext. 242, and request that complete contest details and entry forms be sent to them.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

May 11, 1982

FOR IMMEDIATE RELEASE

PIX CAPTION

BART TO RUN "BAY TO BREAKERS" SPECIAL EXPRESS TRAINS

Eugene Garfinkle of San Francisco (R), president of the BART Board of Directors, delivers to BART train operator Edmund Bally, the "Bay to Breakers" special train destination sign to be used on the eight special express trains which will be running beginning at 6 a.m. from five east bay BART stations and Daly City BART Station.

For the first time, BART will be running express trains to accommodate "Bay to Breakers" participants and spectators early on Sunday, May 16. "Bay to Breakers" train information is available from many sporting goods stores around the bay area.

The special express trains will depart at 6:15 a.m. and at 7:00 a.m. from South Hayward Station, Lafayette Station, El Cerrito-Del Norte Station, and the Daly City Station. Four trains will leave MacArthur Station between 6:29 a.m. and 7:15 a.m. Six trains will depart from Oakland West Station between 6:37 a.m. and 7:26 a.m. Trains will arrive at Embarcadero Station between 6:31 a.m. and 7:34 a.m., which allows ample time to walk to the starting point at Howard and Beale Streets, San Francisco.

BART trains will stop only at the special "Bay to Breakers" stations, which will close after the last train has departed and will not open again until regular service begins at 9 a.m. There will be no special train service beyond Embarcadero Station until regular service begins. For additional help in planning the trip to San Francisco for this event patrons should pick up a "Bay to Breakers" schedule, "All About BART '82" brochure and a Weekend and Evening Schedule, available in all BART stations. Call BART's Telephone Information Center at 465-4100 for information about SF Muni bus service to and from the end of the race.



**Bay to Breakers**  
**SPECIAL**

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

May 11, 1982

FOR IMMEDIATE RELEASEBART TO RUN "BAY TO BREAKERS" SPECIAL EXPRESS TRAINS

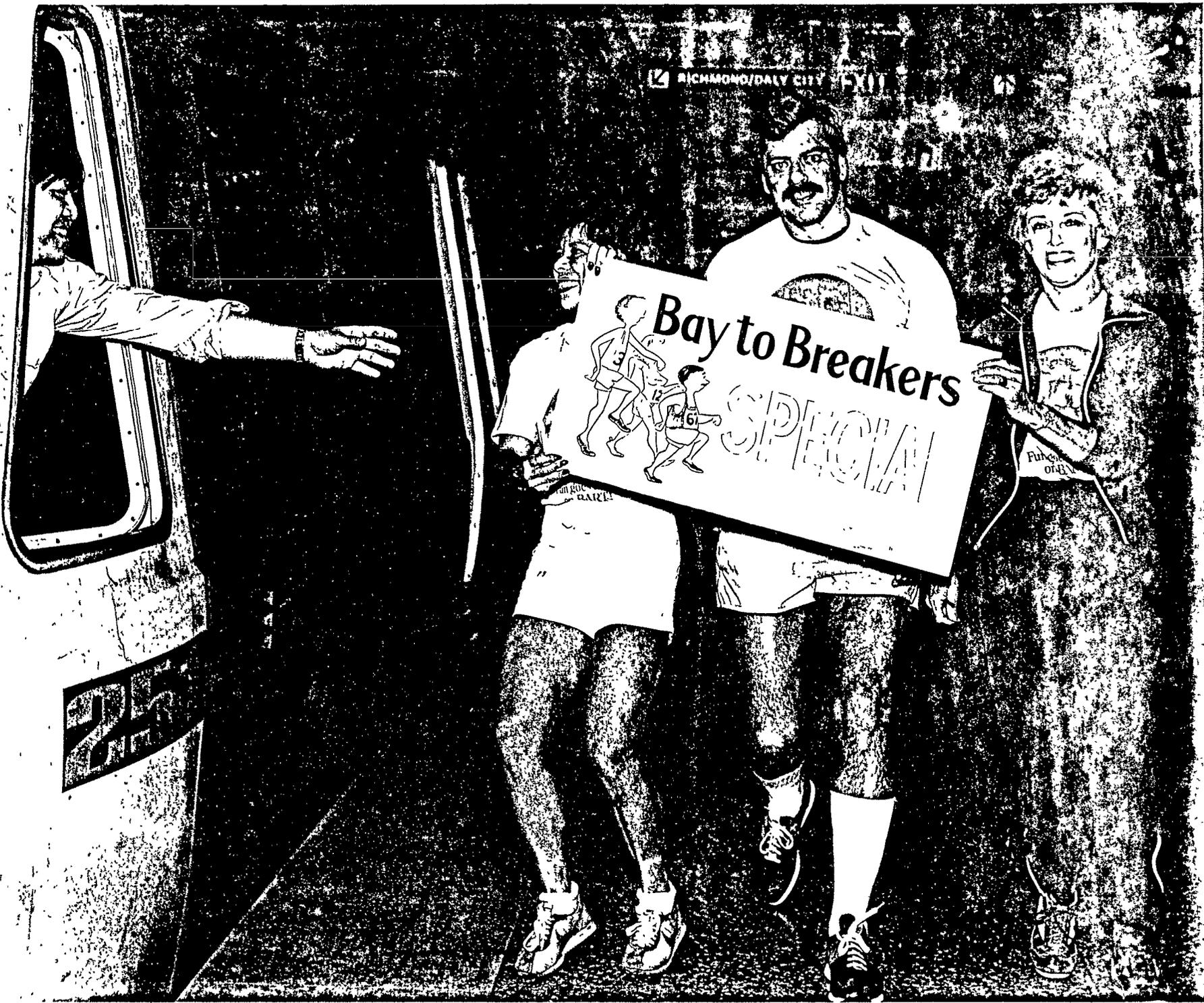
Three BART employees make a special delivery of the "Bay to Breakers" special express BART train destination sign to Stan Louis (L), BART train operator. Handing over the sign are (L to R) Vicky Young, Passenger Service, Captain Larry Danner, BART Police, and Floss Strong, Passenger Service. Many BART employees will be among the more than 35,000 runners in the "71st Bay to Breakers Race" and BART will be operating special early Sunday morning trains to accommodate participants and spectators.

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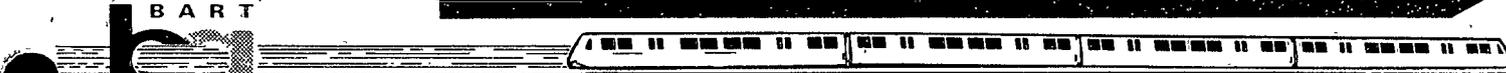
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# # #



# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

May 11, 1982

FOR IMMEDIATE RELEASE

PIX CAPTION

BART TO RUN "BAY TO BREAKERS" SPECIAL EXPRESS TRAINS

Four BART employees make a special delivery of the "Bay to Breakers" special express BART train destination sign to Stan Louis (L), BART train operator. Handing over the sign are (L to R) Vicky Young, Passenger Service, Captain Larry Danner, BART Police, Floss Strong, Passenger Service, and Mike Young, Employee Relations. Many BART employees will be among the more than 35,000 runners in the "71st Bay to Breakers Race" and BART will be operating special early Sunday morning trains to accommodate participants and spectators.

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# # #



# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mober, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

May 12, 1982

FOR IMMEDIATE RELEASEPIX CAPTIONHOW MANY "BILLY BALL" BASEBALLS WILL FIT INTO A BART CAR??

Rick Mikla (C), 31 years old, of Fremont, was the grand prize winner of the contest held among BART employees and threw out the first ball at the Oakland A's game on May 6, "BART Night with the A's" at the Oakland Coliseum. Sy Mober, BART's Manager of Public Information (R), presented Mikla with some of his prizes and two tickets to the game with the Cleveland Indians.

Mikla's answer of 334,411 to the contest question, "How Many Billy Ball Baseballs Will Fit Into A BART B-Car?" was the closest to the official answer of 335,488, which ... was developed by the Institute for Transportation Studies (ITS) at the University of California, Berkeley.

BART train operator, Chip Pauley (L), of Benecia, holds the special train destination signs used on the "Billy Ball Specials" which provide direct service for night and weekend Oakland A's games at the Coliseum.

Mikla, a vehicle maintenance engineer at the Hayward BART shops, has been a BART employee for six years. He said he needed about three hours to make the necessary calculations and used only a small calculator to come up with his answer.

Over 40 entries were received in the BART employee contest which was first announced in "BARTalk," the BART employee publication. Answers ranged from "One" to 1,934,005. According to ITS, the 335,488 baseballs that would fit into an empty BART B-Car, the mid-train cars, would weigh about 52 tons. The car itself weighs only about 30 tons. According to Sandy Tibbets, of BART's Public Information Office, who suggested the contest, "If a baseball costs about four dollars, the retail value for the "Billy Balls" that would fit into a B-Car would be over \$1.3 million, which is more than the cost of the car."

Mike Healy, Department Manager  
Public Affairs

May 14, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART'S PROPOSED FIVE YEAR PLAN

BART General Manager Keith Bernard, on Thursday, May 13, 1982, submitted to the Administration Committee of the BART Board of Directors, the annual revision of the District's Five Year Operating and Capital Plan. Preparation and eventual adoption by the full BART Board is an integral part of the process of obtaining federal and local grant funds.

In his presentation, Bernard noted the five year plan covers ten program areas, focusing on six major capital projects, which are essential if BART is to have the capacity to carry more than 250,000 in average daily ridership as projected by the year 1986. Heading the list is the need for additional transit vehicles and the improvements necessary to increase the system's capacity to handle them. Delivery of the first of 90 new "C-cars" is planned for late 1985. This car, which was designed principally by BART engineers, will provide greater flexibility in train operations, since it can operate as both a lead or trailing car, or as a mid-train car. The addition of these cars to the BART fleet will result in more peak hour capacity.

The other five major projects include the completion in 1984 of the third track through downtown Oakland (KE track), which will mean BART trains can be moved more efficiently through this congested area where three BART lines converge. Coming "on-line" in 1985, the new Central Control system will permit BART to operate 75 trains at any one time, as opposed to the present maximum of 49 trains. Due to other constraints today, BART operates only 43 trains across the system at any one time. BART, by 1985, will have eliminated one of the current major constraints by completing its massive vehicle fire safety program, which will allow trains in tunnels to be operated in closer proximity

-- MORE --

to each other. By 1986, BART will be running trains approximately two and one half minutes apart, also due to completion of the first phase of the Daly City Turnback facility, and modifications to track wayside automatic train controls. The first phase of the turnback at Daly City will reduce the time needed to reverse trains at this western terminus of the system. The second phase will provide storage space during off-peak hours, which will eliminate the need for returning trains to the east bay yards, thereby reducing the power costs for train operations. The second phase of the project is also necessary to support the additional cars which will be needed to reduce headways and increase capacity still further.

BART's five year capital funding needs carry a price tag of about \$1 billion, if all of the programs and projects are implemented, including system extensions. Bernard pointed out, however, that, faced with the reality of reductions in available federal and local funds, some of the projects would likely have to be deferred beyond the time frame of the plan with the total scaled down to a \$504 million level. BART's capital funding capability will still be short some \$199 million, even with the suggested reductions.

Included in BART's Five Year Plan are several financial proposals, which are intended to overcome this shortfall: financing the purchase of 60 of the new C-cars, to be accomplished through the issuance of sales tax revenue bonds totaling approximately \$65 million; expansion of midday parking at BART stations through the use of a portion of BART's reserves and by the establishment of parking charges to support an increase in systemwide parking capacity; and earmarking \$2 million annually from BART's Transportation Development Act (TDA) funds to acquire property for possible extension sites which may otherwise be developed for non-transit use. The plan also calls for the implementation of

3-3-3-3 BART'S PROPOSED FIVE YEAR PLAN

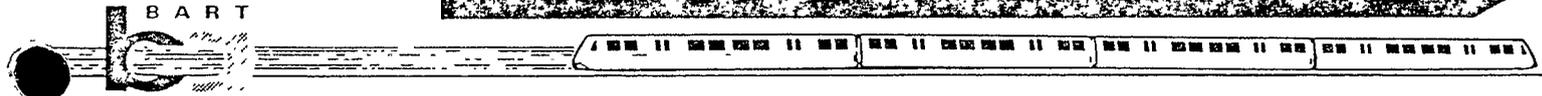
a fare increase in fiscal year 1982/83, in order to generate an additional \$6 million in total operating revenues, and again in 1985/86 to support operating and capital requirements for the period.

BART's Five Year Plan was developed based on the District's goals and objectives and will ultimately be adopted by the BART Board of Directors. BART's tentative operating budget totaling \$133.4 million for the fiscal year 1982/83 is presently being reviewed by the BART Board and is included in the draft Five Year Plan. A public hearing on the budget is scheduled for 9 a.m. on June 10, 1982, at the BART Board Room, 800 Madison St., Oakland.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

May 14, 1982

FOR IMMEDIATE RELEASE

## TAKE BART TO "BAY TO BREAKERS" RACE IN SAN FRANCISCO ON SUNDAY, MAY 16

For both "Bay to Breakers" runners and spectators, BART, for the first time, will be running eight special trains from five east bay "Bay to Breakers" BART stations and the Daly City Station, to the Embarcadero BART Station, which is only a short walk to the starting point of the race at Howard and Spear streets.

The special express trains will depart at 6:15 a.m. and at 7 a.m. from South Hayward Station, Lafayette Station, El Cerrito Del Norte Station and Daly City Station. Four trains will leave MacArthur Station between 6:29 a.m. and 7:15 a.m. Six trains will depart from Oakland West Station between 6:37 a.m. and 7:26 a.m. Trains will arrive at Embarcadero Station between 6:31 a.m. and 7:34 a.m.

BART trains will stop only at the special "Bay to Breakers" stations, which will close after the last train has departed and will not open again until regular service begins at 9 a.m. There will be no special train service beyond Embarcadero Station until regular service begins.

Starting at approximately 6:30 a.m., MUNI will provide additional regular fare buses, which will leave from Fulton and 48th Avenue as needed until the start of the race, and travel downtown to Mission and Beale streets, where runners may disembark from the starting line at Howard and Spear streets.

Additional MUNI buses will also provide service from 9 a.m. until noon to shuttle runners and spectators from Fulton and 48th Avenue back downtown after the race, where they may then connect with BART trains or other MUNI lines to get home.

For additional help in planning the trip to San Francisco for the "Bay to Breakers," patrons should pick up a "Bay to Breakers" schedule, "All About BART 1982" brochure, and a "Weekend and Evening Schedule," available in all BART stations. The special "Bay to Breakers" train schedules are also available at most bay area sporting goods stores.

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Mober, Manager  
 Public Information  
 (415) 465-4100, Ext. 514

May 14, 1982

FOR IMMEDIATE RELEASETAKE BART'S BILLY BALL SPECIAL TO THE A'S/YANKEE GAMES THIS WEEKEND

When the Oakland A's play the New York Yankees, it is always a big game and the crowds will be tremendous. Take BART to the Oakland Coliseum and beat the traffic and parking problems.

On Friday, May 14, BART's "Billy Ball Special" train will depart the Concord BART Station at 6 p.m. and arrive at the Coliseum BART Station at 6:45 p.m., which allows plenty of time to walk to the stadium where the games begin at 7:35 p.m. A's fans coming from stations on the Richmond line should take a Fremont bound train, and from stations on the Fremont line fans should board a Richmond bound train for direct service to the Coliseum. A's fans coming from San Francisco for the Friday night game should plan to leave before 6 p.m. and catch a Fremont bound train for direct service to the Coliseum.

On Saturday, May 15, when the game begins at 1:05 p.m., the "Billy Ball Special" will leave Concord Station at 11:25 a.m. and arrive at the Coliseum at 12:10 p.m. San Francisco A's fans can take a Fremont bound train, allowing about 40 minutes for their trip directly to the Coliseum.

On Sunday, May 16, when BART operates only on two lines, the "Billy Ball Special" will depart from the Concord Station at 11:20 a.m. and from the Daly City Station at 11:35 a.m., with direct service to the Coliseum Station without making a transfer in downtown Oakland. The "Billy Ball Special" stops at all BART stations on the way to the Coliseum.

Information about the "Billy Ball Special" train schedules and the BART Weekend and Evening timetables are available at all BART stations. The Coliseum stadium is a short walk from the Coliseum Station, via an aerial bridge connecting the two facilities. An elevator to the bridge makes it accessible to persons with mobility impairments.

# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100

May 14, 1982

FOR IMMEDIATE RELEASE

TAKE BART TO THE AMTRAK FUNDAYS IN SAN FRANCISCO ON SATURDAY AND SUNDAY

AMTRAK's "Family Fundays" will be celebrated in San Francisco this Saturday, May 15 and Sunday, May 16, on the Embarcadero between Piers 29 and 33 from 10 a.m. to 6 p.m. Here's your chance to explore the new bi-level AMTRAK Superliner, have a snack in the AMTRAK II Lounge Car and even see a movie on board an AMTRAK car covering AMTRAK past, present and what the future holds.

Take BART to the Embarcadero BART Station, then it is a short walk to the Ferry Building to pick up a SF MUNI #32 bus for the ride to the AMTRAK event. The BART/MUNI transfer is available in the paid area of the BART station at a cost of 60 cents which is good for a round trip to the big railroad show.

AMTRAK will be giving away balloons, hats, buttons and door prizes as part of its "Fundays" celebration. A special AMTRAK "flying saucer" and posters will be sold.

At the Richmond BART Station, it's possible to board AMTRAK trains for cross country and interstate railroad trips. The AMTRAK station is immediately adjacent to the Richmond Station and can be reached from the Concourse level of the BART station.

On Saturday, BART operates on four lines between 6 a.m. and 6 p.m. and then service is available on two lines until midnight. On Sunday, BART operates only two lines, the Richmond/Fremont line and the Concord/Daly City line, between 9 a.m. and 9 p.m. BART's Weekend and Evening schedules and the "All About BART 1982" brochure containing information about fares are available in all BART stations.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

May 18, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566FOR IMMEDIATE RELEASEBART'S 24TH STREET STATION SITE OF DRUNK DRIVING PREVENTION FAIR ON SATURDAY

On Saturday, May 22, from 11 a.m. to 3 p.m., the BART Police Department will join with the Mission Community Mental Health Services and the California Highway Patrol in sponsoring a "Drunk Driving Prevention Fair" to be held at BART's 24th Street Station in San Francisco.

The fair has been scheduled to take place prior to the Memorial Holiday weekend, in an effort to make motorists aware of the hazards of drunk driving and to provide information about alcohol abuse.

Erik Estrada and Larry Wilcox, stars of the television series, "Chips," will emcee the event, which will include a presentation by the Mayor's Office at noon to officially proclaim the day as "Drunk Driving Prevention Day."

Members of Mothers Against Drunk Driving (MADD), a group that has successfully lobbied for stricter drunk driving laws and penalties, will also be participating in the activities. The California Highway Patrol will demonstrate the Field Sobriety Test and volunteers will participate in a Breath-A-Lyzer test to measure alcohol content in the blood stream. Free literature on alcohol abuse will be available as well as video tape displays.

On Saturdays, BART offers direct service to the 24th Street station from Daly City and all three east bay lines. Prior to 6 p.m., persons traveling to the event from Concord, Richmond or Fremont, should board a San Francisco train. Since there is no direct service to Richmond or Fremont from San Francisco after 6 p.m., persons with those destinations should board a Concord train and transfer to a Richmond or Fremont train in downtown Oakland. BART's Saturday train schedule is available at all stations.

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

May 19, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

ADVISORY:

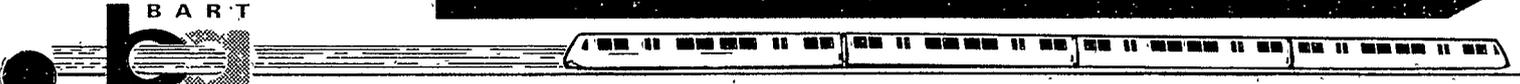
CORRECTION RE: "BART'S 24TH STREET STATION SITE OF DRUNK DRIVING  
PREVENTION FAIR ON SATURDAY" (Dated May 18, 1982)

BART's Public Information Office has just received word that, contrary to information previously provided, Erik Estrada and Larry Wilcox, stars of the television series, "Chips," will NOT emcee the "Drunk Driving Prevention Fair" to be held on Saturday, May 22, from 11 a.m. to 3 p.m. at BART's 24th Street Station in San Francisco. At this time, no information is available as to who will emcee the event.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

May 21, 1982

FOR IMMEDIATE RELEASE

## BART BOARD ADOPTS TENTATIVE BUDGET

The BART Board of Directors has adopted a preliminary operating budget for the 1982/83 fiscal year in the amount of \$133.2 million representing about an 11 percent increase over the current year's budget of \$120.3 million.

A public hearing has been set for Thursday, June 10, at 9 a.m. in the BART Board of Directors room at the transit district's Lake Merritt administration building, located just over the Lake Merritt BART Station. The address is 800 Madison Street, Oakland. The preliminary budget assumes a fare increase in the amount of 13.1 percent for which the board will also be seeking public comment at the June 10 hearing. The preliminary budget also has a \$1.3 million unfunded deficit as well, even with the assumed fare increase. Several fare options will be under discussion.

BART Board President Eugene Garfinkle, of San Francisco, said that a key factor in the next fiscal year's budget will be the financing of high priority capital projects to increase the system's capacity, and thus meet growing ridership demands.

Garfinkle said the proposed budget was submitted to the Board's Administration Committee back in mid-April and has gone through extensive review at both the committee and board level.

Pamphlets containing a complete summary of the preliminary budget will be available to the public from the District Secretary's Office and the Public Affairs Office on May 31, 1982. Pamphlets containing information on the various fare proposals are currently available also from the District Secretary's Office on the fifth floor of the BART Administration Building in Oakland or the Public Affairs Office located on the first floor.

Mike Healy, Manager  
Public Affairs

# NEWS RELEASE

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 529

May 21, 1982

FOR IMMEDIATE RELEASE

## BART TO SEEK EXTENSION OF GREYHOUND SERVICE

BART Director Barclay Simpson of Orinda, today announced that BART will request the Metropolitan Transportation Commission to provide special funding to continue the Greyhound commute service now being operated between Concord and San Francisco on weekdays.

The MTC has notified BART that special funding will not be made available for continuing the Greyhound service, which carries about 330 passengers each morning, beyond June 30, 1982.

The BART Board of Directors approved a motion by Simpson at its regular meeting Thursday, May 20 requesting the MTC to fund the service for an additional three years beginning July 1, from a source which would not reduce operating assistance funds that would normally be available to BART for BART's own service.

In adopting Simpson's motion the board also authorized the General Manager to seek \$120,000 in funding from MTC for at least a 90-day extension in the interim to insure continuity while a long term extension could be considered by the MTC. If approved by the MTC this would continue the service at least through September 30.

Since November 1978, when the California Public Utilities Commission (CPUC) allowed Greyhound to discontinue its service from Concord to San Francisco, due to mounting losses, BART has been acting as a conduit or "pass through" agency for subsidy funding from the Metropolitan Transportation Commission (MTC), in order to maintain the service. The cost of the service for 1981/82 is estimated to be \$909,000, of which, according to MTC funding requirements, 60 percent was to have been recovered from the fare box. However, the ridership has now declined to 330 riders

-MORE-

2-2-2-2 BART TO SEEK EXTENSION OF GREYHOUND SERVICE

per day which means that fare costs are paying only about 50 percent of the operating costs.

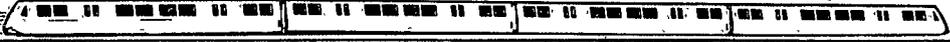
Early this month, two public hearings were held on the proposal to discontinue the service after having been notified by MTC that "... there are no funds which could be allocated by MTC for subsidizing the BART/Greyhound service which would not otherwise be available to either BART or CCCTA for other purposes..."

According to Simpson, the 90 day extension of service will also permit the present Greyhound patrons to explore and develop possible alternatives in the event a long term extension of its service is not funded by MTC.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

May 21, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART AWARDS \$17.8 MILLION VEHICLE FIRE SAFETY IMPROVEMENT CONTRACT

BART President Eugene Garfinkle, of San Francisco, today announced that TODCO, a division of the Overhead Door Corp., of Cattaraugus, NY, was awarded the \$17.8 million contract to improve significantly the fire resistance of BART's 441 fleet of transit vehicles. TODCO's successful bid was about \$1.2 million lower than the estimates of the BART engineers. The project is expected to be completed in about three years.

The contract was signed on Friday, May 21 by BART President Garfinkle and John C. Dahl, Senior Vice-president of the Overhead Door Corp. parent company of the successful bidder, TODCO.

According to Ralph Weule, BART's safety department manager, the work to be accomplished in the vehicle fire hardening program will prevent fire from spreading should a fire start in a car. Weule noted the principal source of combustion in BART car was eliminated, when the new seat cushions of low-smoke neoprene with a covering of 90 percent wool were installed in all BART cars last year.

The extensive vehicle fire hardening project was developed based on the results of a major research program conducted by BART over the past two years. This research included the testing of materials at the McDonald-Douglas test facilities in Southern California and was the first full scale transit vehicle test ever conducted. BART's research was supported in a major way by the Fire Safety Science Department of the University of California, Berkeley.

Included in the BART designed vehicle fire hardening project will be the removal and replacement of the existing interior liners of the cars with fire resistant material, installing fire resistant materials in the sidewalls and ceiling to serve as a "fire stop" to prevent the spread of combustion, coating the interior of the car roof with a fire resistant paint, coating selected floor panel areas with a protective covering, and the installation of brake grid heat shields.

All of the fire safety retrofitting of BART cars will be done at BART's Hayward Shops and will get underway following BART's acceptance of the prototype vehicle which maybe as early as April 1983.

According to Dahl, "We expect this contract to provide a considerable number of jobs for bay area residents. We have assigned an engineering and management team from TODOC's Engineered Products Division and sometime in the early spring of 1983, we will begin our local employment recruitment program."

The location of the employment recruitment, Dahl said, would be announced at a later date.

It is anticipated that four completely modified BART cars will be returned to service each week. There will be some minimal impact on service, since it will be necessary that 16 cars will be out of service at any given time in order to maintain the planned schedule of completion.

Funding for BART's vehicle fire hardening program will come from federal and state sources, excess bridge tolls and BART reserve funds.

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

May 21, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASEPIX CAPTION

Shown signing BART's \$17.8 million vehicle fire resistance improvement project are John Dahl, (L), Senior Vice-President of Overhead Door Corporation, Dallas, Texas, the parent company of the successful bidder, TODCO Division, and BART President Eugene Garfinkle, (R), of San Francisco.

TODCO's bid was approximately \$1.2 million below the estimates developed by BART engineers.

Garfinkle noted that this program will significantly improve the fire resistance of BART cars and is one of the most important contracts BART has negotiated in the recent past.

All of the modification work on BART cars will be done at the Hayward BART Shops under the supervision of an engineering and management team assigned by TODCO's Engineered Products Division. TODCO are specialists in the field of high technology laminations for use in railroad cars and ocean shopping containers.

In the early spring of 1983, TODCO plans to open a local employment office since this project should provide many jobs in the bay area.

# # # #

**NEWS RELEASE**

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

May 21, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEPIX CAPTION

Shown signing BART's \$17.8 million vehicle fire resistance improvement project are BART President Eugene Garfinkle (L), of San Francisco, Phil Ormsbee (C), BART District Secretary, and John Dahl (R), senior vice-president of Overhead Door Corporation, Dallas, Texas, the parent company of the successful bidder, TODCO Division. TODCO's bid was approximately \$1.2 million below the estimates developed by BART engineers.

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# # #

Special TO: Examiner, ALA Times, Hay Review,

Y-93

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Manager  
Public Affairs

May 21, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 529

FOR IMMEDIATE RELEASE

## PIX CAPTION

Shown signing BART's \$17.8 million vehicle fire resistance improvement project are BART President Eugene Garfinkle, (L), of San Francisco and John Dahl, (R), Senior Vice-president of Overhead Door Corporation, Dallas, Texas, the parent company of the successful bidder, TODCO Division. TODCO's bid was approximately \$1.2 million below the estimates developed by BART engineers.

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# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

May 24, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## NEW BUSWAY PATRON CANOPY AT FREMONT STATION TO BE CONSTRUCTED

BART Director John Glenn, of Fremont, today announced that the BART Board of Directors has authorized General Manager Keith Bernard to advertise for bids on the construction of a busway patron canopy at the Fremont BART Station.

Glenn said that the project will be an added convenience to BART patrons transferring between BART trains and AC Transit and Santa Clara County Transit buses by providing a lighted shelter from wind and rain. The design of the canopy calls for it to extend over the existing walkway between the station's east entrance and nearby bus loading areas.

It is expected that contract books with specifications for the canopy will be available from the District Secretary's Office on or about June 1, 1982. As a fee may be charged for the contract books, those interested in bidding on the project should call the District Secretary's Office at (415) 465-4100, Ext. 227. The office is located on the fifth floor of the BART Administration Building, 800 Madison Street, Oakland. Construction on the project is planned to begin in August, with completion in November 1982.

While parking conditions at many BART stations are at capacity levels, Glenn notes that parking is usually available, even during peak hours, in the Fremont station's new gravel lot which opened last March. The lot, located on Mowry Avenue, adjacent to the eastern side of the station, added 600 parking spaces, bringing the total station capacity to 1600 cars.

# # #

# NEWS RELEASE

BART

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

May 24, 1982

FOR IMMEDIATE RELEASE

## BART AWARDS CONTRACT FOR EXPANDED RADIO COMMUNICATIONS SYSTEM

BART President Eugene Garfinkle, of San Francisco, has announced that a \$1.8 million contract which will greatly improve radio communications capacity for BART has been awarded to Wismer and Becker, Consulting Engineers, Sacramento, CA.

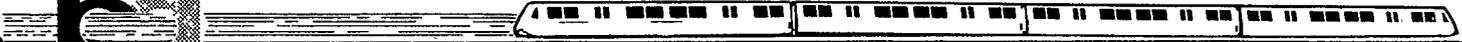
Garfinkle noted that the new radio communication system (RADCOM) is one of the elements in BART's overall wayside control modification program which will ultimately mean increased passenger capacity by allowing more trains to operate on the system at one time.

Other elements of BART's program to increase the patron carrying capacity of the system include: a new computer control system, which will increase system capacity; the purchase of between 60 and 150 new transit vehicles, the "C" car, with the capability of operating either as a lead or trailing car, or as a mid-train car; the completion of the third track through downtown Oakland, which will offer more operating flexibility in this part of the system where three lines converge; and construction of the turnback facility at Daly City, which will also contribute to increased train frequency by permitting a much faster turnback of trains at this station.

These major capital programs and projects are designed to permit about an 85% increase in total system capacity, with the capability of ultimately operating trains every 2-5 minutes, Garfinkle noted. By 1987, based on a projection in the district's five-year improvement program, BART will be carrying approximately 300,000 riders per day.

Funding for these capital programs, Garfinkle said, is perhaps BART's primary concern, since the availability of federal subsidy seems to be uncertain. He points out that BART is now reviewing its budget for the coming fiscal year, with a public hearing set for Thursday, June 10, 1982, at the system's administrative headquarters, located at 800 Madison Street, Oakland, just over BART's Lake Merritt Station.

# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

May 24, 1982

FOR IMMEDIATE RELEASE

## BART TO CONDUCT PASSENGER PROFILE SURVEY

On Thursday, May 28, BART will be asking many of its passengers to participate in a survey which will be conducted at all of the system's 34 stations throughout the operating day.

As passengers enter the system they will be selected at random by interviewers and given a short questionnaire to be filled out during the course of their trip. The questionnaire, which is completely anonymous and takes only a few minutes to complete, will then be deposited in a marked container upon exiting.

The passenger survey will attempt to answer such questions as who uses BART, trip origin and destination, what means were used to get to and from BART stations, and for what purpose various trips are made.

According to BART officials the information will help the transit district better serve its patrons in such areas as passenger information, parking lot usage, feeder bus demand, and other modes of transit access, as well as for long-range planning and marketing purposes.

The survey is being conducted for BART by Decision Research Institute of San Jose and Xodex Enterprises, Ltd., of Oakland. The last such survey was conducted in May 1980. During this coming Thursday's survey it is expected that about 25,000 questionnaires will be given out throughout the day and night.

Final results of the study are estimated to be completed by early fall.

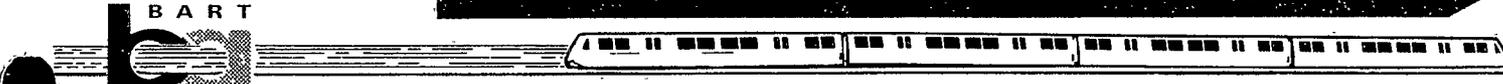
# # #

Y-97

Mike Healy, Dept. Mgr.  
Public Affairs

BART

# NEWS RELEASE

 BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

May 26, 1982

FOR IMMEDIATE RELEASE

## BART SERVICE FOR MEMORIAL DAY WEEKEND

On Memorial Day, Monday, May 31, BART will be operating on its regular Saturday schedule. On Sunday, May 30, the "Billy Ball Special" BART trains will be operating from both Concord Station and the Daly City Station with direct service to the Coliseum for the doubleheader between the Oakland A's and the Detroit Lions.

According to BART's published Weekend and Evening Schedule, which is available at all stations, Saturday service begins at 6 a.m., with trains arriving every 20 minutes at all stations on all four lines, Richmond/Fremont, Richmond/Daly City, Fremont/Daly City and Concord/Daly City until 7 p.m., when service is then available on only two lines, Richmond/Fremont and Concord/Daly City, until 12 midnight. Sunday service operates on these two lines only, beginning at 9 a.m. and ending at 12 midnight.

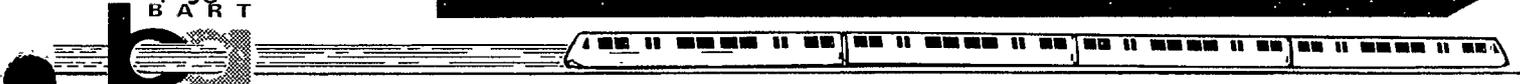
The Sunday, May 30, "Billy Ball Special" will depart from the Concord Station at 11 a.m. and will make all stops with direct service to the Coliseum Station where it will arrive at 11:45 a.m. From Daly City, the special direct train will depart at 11:15 a.m. and arrive at the Coliseum Station at 11:54 a.m. Oakland A's fans will have plenty of time to make the short walk across the aerial walkway directly to the stadium where the doubleheader with the Detroit Lions begins at 12:35 p.m.

No special direct trains to the Coliseum will be operating on Memorial Day. However, since trains will be operating on all four lines, direct service from Daly City is available by taking the Fremont bound train. Those coming from stations on the Concord line can transfer at stations in downtown Oakland to a Fremont bound train directly to the game with the Boston Red Sox which starts at 3:10 p.m. Direct service to the Coliseum is available on Monday from all stations on the Richmond and the Fremont lines. Departure times for the "Billy Ball Special" are available at all BART stations or by calling BART's Telephone Information Center, (415) 465-4100.

# # #

# NEWS RELEASE

Y-98  
BART

The BART logo features a stylized 'b' with 'ART' inside it, followed by a horizontal line representing a train track. Above the track is a long, multi-car train. Below the track, the text 'BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100' is printed.  
BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

May 26, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART ADDS EXTRA CARS FOR VIETNAM VETERANS BENEFIT AT MOSCONE CENTER, FRIDAY, MAY 28

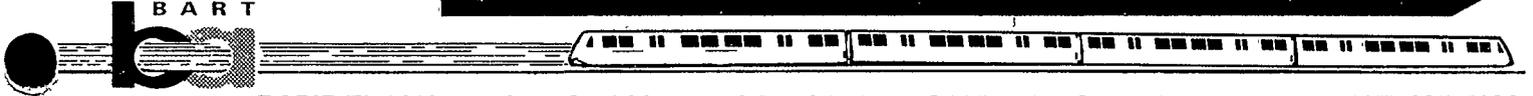
BART will be adding extra cars to trains for transbay service in order to accommodate the crowd of more than 16,000 persons expected at the Vietnam veterans benefit on Friday, May 28, at the Moscone Center in San Francisco. Those planning to attend the benefit should take BART to the Powell Street or Montgomery Street BART stations, where it is only a two block walk to the Moscone Center.

Those planning to transfer from BART to SF MUNI to get to the Moscone Center may purchase a round trip transfer for 60 cents from vending machines located inside the paid area of the BART stations.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Y-100

Mike Healy, Department Manager  
Public Affairs

May 27, 1982

CONTACT: Sy Moubert  
Manager, Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASEPIX CAPTION

Shown signing BART's \$17.8 million vehicle fire resistance improvement project are, seated left to right, BART President Eugene Garfinkle, of San Francisco, and John Dahl (R), Senior Vice President of Overhead Door Corporation, Dallas, Texas, the parent company of the successful bidder, TODCO Division. Standing, left to right, Jerry Varner, TODCO Contract Sales; Lillian Young, BART Contract Administration; Phillip O. Ormsbee, BART District Secretary; James Kestler, BART Fire Hardening Program Manager; and Douglas C. Kirchner, TODCO General Manager. TODCO's bid was approximately \$1.2 million below the estimates developed by BART engineers.

Garfinkle noted that this program will significantly improve the fire resistance of BART's cars and is one of the most important contracts BART has negotiated in the recent past.

All of the modification work on BART cars will be done at the Hayward BART Shops under the supervision of an engineering and management team, assigned by TODCO's Engineered Products Division. TODCO are specialists in the field of high technology laminations for use in rialroad cars and ocean shipping containers.

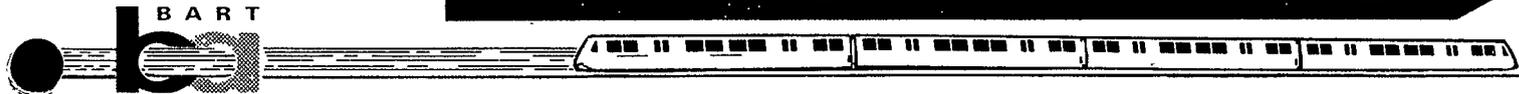
In the early spring of 1983, TODCO plans to open a local employment office since this project should provide many jobs in the bay area.

# # #



# NEWS RELEASE

BART



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Mike Healy, Department Manager  
Public Affairs

May 27, 1982

CONTACT: Sy Mober, Manager  
Public Information  
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FOR IMMEDIATE RELEASE

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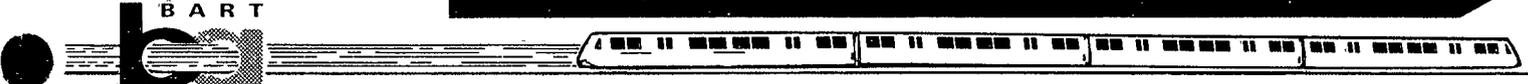
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# NEWS RELEASE

BART



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Mike Healy, Department Manager  
Public Affairs

May 27, 1982

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# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

May 28, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## BART "BILLY BALL SPECIAL" TRAINS TO RUN IN JUNE

BART will continue to operate its "Billy Ball Special" trains to the Coliseum during the month of June. The "Billy Ball Special" trains provide no-transfer, direct service from Concord and Daly City to selected weekday evening and weekend afternoon Oakland A's games at the Coliseum.

During the month of June, "Billy Ball Specials" will be provided for the A's/Boston game on June 1 and 2; A's/Milwaukee game on June 4, 5 and 6; A's/Toronto game on June 19 and 20; and A's/Kansas City game on June 21.

For the weekday evening games, the special train departs Concord Station at 6 p.m., making stops at all stations along the way to the Coliseum. For the weekend afternoon games, the train departs Concord Station at 11:20 a.m.

A's fans coming from Daly City/San Francisco will be able to ride the "Billy Ball Special" on Sunday, June 6 and Sunday, June 20. On both Sundays, the special train will depart Daly City Station at 11:35 a.m., making station stops along the way, and will arrive at the Coliseum at 12:14 p.m. for the game that begins at 1:05 p.m.

The Coliseum Stadium is a short distance from the Coliseum BART Station, via an aerial walkway. An elevator to the walkway makes it accessible to disabled persons.

Information on train schedules and connecting bus service to BART stations may be obtained by calling the toll-free BART telephone information numbers listed in the "All About BART 1982" brochures available at all BART stations, or by calling 465-4100.

BART "BILLY BALL SPECIAL" TRAINS FOR JUNE 1982

*mon.  
June 9-6-82*

	TUE 6/1	WED 6/2	FRI 6/4	SAT 6/5	SUN 6/6	SAT 6/19	SUN 6/20	MON 6/21
Lv. Concord		6:00PM		11:25AM	11:20AM	11:25AM	11:20AM	6:00PM
Lv. Pleasant Hill		6:06PM		11:31AM	11:26AM	11:31AM	11:26AM	6:06PM
Lv. Walnut Creek		6:09PM		11:34AM	11:29AM	11:34AM	11:29AM	6:09PM
Lv. Lafayette		6:14PM		11:39AM	11:34AM	11:39AM	11:34AM	6:14PM
Lv. Orinda		6:19PM		11:44AM	11:39AM	11:44AM	11:39AM	6:19PM
Lv. Rockridge		6:25PM		11:50AM	11:45AM	11:50AM	11:45AM	6:25PM
Ar. Coliseum		6:45PM		12:10PM	12:05PM	12:10PM	12:05PM	6:45PM
GAME TIME		7:35PM		1:05PM	1:05PM	1:05PM	1:05PM	7:35PM
Lv. Daly City					11:35AM		11:35AM	
Lv. Balboa Park					11:39AM		11:39AM	
Lv. Glen Park					11:41AM		11:41AM	
Lv. 24th Street					11:45AM		11:45AM	
Lv. 16th Street					11:47AM		11:47AM	
Lv. Civic Center					11:49AM		11:49AM	
Lv. Powell					11:51AM		11:51AM	
Lv. Montgomery					11:53AM		11:53AM	
Lv. Embarcadero					11:54AM		11:54AM	
Lv. Oakland West					12:01PM		12:01PM	
Ar. Coliseum					12:14PM		12:14PM	
GAME TIME					1:05PM		1:05PM	

NOTE: The "Billy Ball Special" trains will depart Coliseum Station following the game, for the return trip.

JUNE

1982 NEWS RELEASES

JUNE

- Y-104 BIANCO PROPOSED WEST CONTRA COSTA COUNTY BART EXTENSION STUDY  
(mailed to WEST CONTRA COSTA TIMES & CONTRA COSTA INDEPENDENT ONLY)
- Y-105 "BART TIMES" NOW AVAILABLE AT ALL BART STATIONS
- Y-106 BART BECOMES A VERB
- Y-107 BART TO HOLD AUCTION SATURDAY, JUNE 12
- Y-108 BART BOARD TO HOLD PUBLIC HEARING ON 1982/83 OPERATING BUDGET
- Y-109 PUBLIC HEARING ON 1982/83 BART BUDGET SET FOR THURSDAY, JUNE 10
- Y-110 "BART-TO-BUS TRANSFER STILL AVAILABLE FOR EXPRESS BUS SERVICE AND  
THREE OTHER BUS SYSTEMS
- Y-111 ADVISORY - BART TO HOLD AUCTION SATURDAY, JUNE 12
- Y-112 "BART GOING PLACES" EXHIBIT NOW AT LAFAYETTE BART STATION
- Y-113 BART'S "BILLY BALL SPECIAL" TO RUN THIS WEEKEND AND ON MONDAY
- Y-114 RIDE BART TO THE ALAMEDA COUNTY FAIR IN PLEASANTON, JUNE 26 THRU JULY 11
- Y-115 BART GOING PLACES EXHIBIT NOW AT LAFAYETTE STATION
- Y-116 RIDE BART TO THE ALAMEDA COUNTY FAIR IN PLEASANTON, JUNE 26 THRU JULY 11
- Y-117 BART TO THE OAKLAND BREAKERS TEAM TENNIS MATCHES AT THE COLISEUM
- Y-118 BART WILL BE OPERATING LONGER TRAINS OVER THIS WEEKEND
- Y-119 BART/AC TRANSFERS TO CONTINUE - BUT AT HALF FARE
- Y-120 BART TO THE OAKLAND A'S ON THE "BILLY BALL SPECIAL TRAINS"
- Y-121 ADVISORY: BART BOARD OF DIRECTORS TO MEET THURSDAY, JULY 1, at 9 A.M.

Y-105

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

June 3, 1982

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

FOR IMMEDIATE RELEASE

## "BART TIMES" NOW AVAILABLE AT ALL BART STATIONS

The third edition of "BART TIMES," a free bi-monthly newsletter for BART passengers, is now available at all BART stations.

Featured in this month's issue is information on how talented BART patrons might win a free trip to Hawaii and other great prizes in BART's "Poster Contest." The contest is being sponsored by BART to commemorate its upcoming celebration this September of BART's tenth year of operation. Persons 16 years or older are invited to submit graphic, poetic or literary poster proposals by June 15. Additional information may be obtained by contacting BART's Passenger Service Office, (415) 465-4100, Ext. 242.

Also highlighted in this issue is KGO Radio's commute reporter, Lu Hurley. Past editions of BART TIMES have featured other bay area commute reporters, such as KCBS reporter, Chris Brecher and KFRC's "traffilogist," Jane Dornacker. BART passengers will enjoy reading this behind-the-scenes look into Hurley's job broadcasting commute reports from KGO's helicopter.

BART passengers going on vacation in June and July will find BART TIMES' calendar of events a useful guide to entertainment in the bay area. The calendar features many interesting and fun things to do that are within walking distance of BART stations or easily accessible by BART and connecting bus service.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

SPECIAL TO PASSENGER TRANSPORT

June 4, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART BECOMES A VERB

Oakland, Calif. . . It's often been said in marketing circles that a true sign of success is when a product or brand name becomes generic to the benefit it provides, or becomes a part of the language itself. To many in the San Francisco Bay Area this is becoming true of BART, the 71.5 mile three county system which is about to mark its tenth year in service.

As a pretty, young patron recently observed in a television interview, "BART is now a verb!" "That is," she went on to elaborate, "I BART to work, or I am BARTing to the city for a show this evening." She was among the many new users of the system.

So these days, whether it's an Oakland A's fan, restaurant, symphony or theatre goers, children on field trips, commuters, or a multitude of other different users, they BART over, under and around the bay area instead of just traveling, using or taking a BART train. They BART to that job interview or that dentist appointment. They BART to the museum. Whatever the case, BARTing is becoming fashionable.

BART Board President Eugene Garfinkle, of San Francisco, said that the concept of "BART as a verb" is simply one more testament to the high and ever-growing public acceptance of BART these days as a means of transportation, and as an institution.

Garfinkle noted that in recent months the transit system had broken several previous records in terms of ridership. Both March and April were the highest patronage months in the system's history - approaching 5 million trips each, and numerous single patronage day records were broken as well. The highest day was

January 25 when ridership reached about 214,000. For most of the past year BART has continuously carried between 10 and 16 percent more daily patrons than had been forecast. For the weekday off-peak period by itself ridership is almost 19 percent above forecast.

While continuing to carry more daily patrons than ever, BART's ability to provide extra service for special events and to respond to emergencies has been a particular hallmark of the past year.

In January, when many highways and streets were made impassable due to heavy rains and mud slides, BART provided the needed alternative service. Again, when a tragic gasoline truck accident which resulted in a fire, closing the Caldecott Tunnel, a major access corridor for automobiles to east Contra Costa County, BARTing for many additional patrons became the principle means of making their trips.

And when more than 200 clowns, mimes, puppeteers and dancers needed to reach San Francisco as a group from Berkeley across the bay on Sunday, they BARTed there by a special direct train. The "Clown Special" was added to the normal Sunday schedule to accommodate the group without any impact on regular service.

Providing special train service to sporting and other entertainment events has now become an integral part of BART's overall marketing efforts. Last year, BART carried almost 470,000 riders to the Oakland A's games alone, and that was during a skewed season due to the baseball strike. More recently the system opened several hours early on a Sunday morning so that a few thousand runners and observers could get to the world famous "Bay To Breakers" race which traditionally begins two blocks from BART's Embarcadero Station in San Francisco. The race attracts some 50,000 to 70,000 runners and spectators. For many of these special event services BART introduces new riders to the system and, on an incremental basis, the service pays for itself or in many instances even makes a profit.

BART President Garfinkle notes, as the system's tenth anniversary of revenue service fast approaches (this coming September 11), that BART today is a winner, and working to improve.

He said BART has several programs underway to increase capacity to meet current demands as well as the demands that are projected for the years ahead.

"We are now fast approaching an average daily ridership of 200,000 and we could be looking at 300,000 a day by the end of this decade. More and more development is taking place along the lines, particularly in downtown San Francisco and Oakland," Garfinkle said. "And now we are seeing plans for new office complexes planned for along the suburban portions of the line as well. More passenger capacity, particularly during the commute travel periods, will be badly needed by the middle of this decade."

He said BART's new "C" cars, which are now out to bid, will be one of the major elements to help provide more capacity and operating flexibility.

Other improvements to the system planned for the next five years include a new computer system, permitting the operation of 75 trains on the system at any one time, as compared to the present limit of 49 trains. Also, completion of a third trackway through downtown Oakland, and construction of a turnback facility at Daly City which will permit faster turn-back of trains, are among the key improvement elements.

"As we move forward, into our second decade of revenue service, we do so with great enthusiasim and confidence," Garfinkle said. "And," he added, "we do so with a strong sense of achievement and purpose."

# # #

# NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

CONTACT: Sandy Tibbets  
Public Information  
(415) 465-4100, Ext. 566

June 7, 1982

FOR IMMEDIATE RELEASE

## BART TO HOLD AUCTION SATURDAY, JUNE 12

On Saturday, June 12, beginning at 10 a.m., BART will hold its semi-annual auction of lost and found articles. The auction will take place at BART's Lake Merritt Station street-level plaza, 800 Madison Street, Oakland.

The public is welcome to bid on any of the items and are encouraged to attend a pre-auction inspection of the articles, which will be held at the same location between 9 a.m. and 10 a.m. on the day of the auction.

Over the past six months, BART police has acquired a vast assortment of articles that have been found on BART property. Many of these personal belongings have never been claimed and consequently, are sold at auction. Included in the articles up for bid at this upcoming auction are numerous boxes of men's women's and children's clothing, books, blankets, bicycles, baby strollers, cameras, watches, toys, household goods, calculators, backpacks, briefcases and suitcases.

BART has contracted with Ross-Dove Company, of San Francisco, who will conduct the auction on BART's behalf.

BART purchasing agent and coordinator of the auction, Al Verduzco, said that all items will be offered "as is, where is," and that BART reserves the right to reject any and all offers. Verduzco also noted that all sales, once made, are final.

Successful bidders will be required to make a minimum payment of 25 percent of the bid price at the time of bid acceptance, with the balance due no later than one hour following the close of the auction. Payments must be made by cash, money order, certified check, cashier's check or travelers check; no personal checks are accepted.

Persons interested in additional information should contact the Ross-Dove Company, (415) 826-6500.

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

June 7, 1982

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEBART BOARD TO HOLD PUBLIC HEARING ON 1982/83 OPERATING BUDGET

On Thursday, June 10, at 10 a.m., the BART Board of Directors will hold a public hearing on the District's operating budget which has tentatively been set at \$133.3 million, which represents about an 11 percent increase over the current year's budget of \$120.3 million. The public hearing will be held in the BART Board of Directors Room at the transit District's Lake Merritt Administration Building, located above the Lake Merritt BART Station. The address is 800 Madison St., Oakland.

BART Board President Eugene Garfinkle, of San Francisco, said, "We are now experiencing an increase in daily ridership, which will very soon overtake BART's present peak travel period capacity. A major factor in the proposed budget is funding of those key capital projects which will permit BART to expand its capacity to meet this increased demand."

While the preliminary budget assumes a fare increase in the amount of 13.1 percent, the BART Board will be seeking public comment on several alternative fare proposals at Thursday's hearing. The tentative budget has a \$1.3 million unfunded deficit, even with the assumed fare increase.

BART's proposed budget for the coming fiscal year, which begins on July 1, 1982, has been developed based on the District's adopted goals and objectives.

# # #

FYI: If you would like to receive a summary of the budget and proposed fare adjustment schedules, please contact BART's Public Information Office, (415) 465-4100, Ext. 566.

# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

PRELIMINARY ANNUAL BUDGET PAMPHLET

FISCAL YEAR 1982/83

June 1, 1982

The preliminary operating budget for 1982/83 is based on estimated Net Revenues from Fares of \$62.8 million, Other Operating Revenues of \$3.9 million, Tax and Financial Assistance of \$73.9 million, and anticipated operating expenses of \$133.3 million. Table I attached shows the projected operating results for the 1982/83 fiscal year, which anticipate a \$1.4 million net deficit.

## GOALS AND OBJECTIVES

The Goals and Objectives for 1982/83 are an extension of the work done in prior years in reassessing the District's realistic service capabilities and potential patronage demand in the next several years. A summary of that work and a discussion of BART's progress toward achievement of the objectives set last year is included in the BART 1982 Short Range Five-Year Transit Plan document to be submitted to MTC and transmitted to the Board under separate cover. This document also spells out a comprehensive set of five-year objectives that generally define the necessary steps to bring the basic BART system to its full potential.

Next year's operating performance and capital project objectives primarily call for continued improvements in service, equipment and system performance. The quantitative objectives in these areas have been established based on technical estimates of the degree of improvement expected from implementation of equipment modifications.

Specific improvements are called for in such terms as marginally increased peak hour capacity, better on-time performance, reduced passenger delays, and reduced automatic fare collection failures. Other objectives cover program areas such as Safety and Security, System Access, Financial and Operational Efficiency, Patronage and Travel Promotion, Affirmative Action, and Rail Extension Planning.

Objectives this year cover continued efforts of joint development planning for each station and improved reporting and exchange of significant operating performance information.

## REVENUES

The preliminary budget contemplates significant patronage growth, but to offset the deficit, must also assume a \$6.4 million increase in Farebox Revenues to be generated by a 13.1% increase in fare levels. Fare increases are under consideration, not only to keep pace with escalating expenses, but also to match fares for similar trips on other Bay Area transit routes.

Recent trends in the allocation of Federal funding for the region for both operating and capital purposes show a marked decline with a planned phase-out of federal operating subsidies and further reduction in available funds for capital improvements. MUNI and AC Transit, which received the bulk of federal operating subsidies in prior years are raising their fares in order to compensate for the loss of these funds. Regional guidelines which govern the distribution of discretionary funds to BART require a coordinated fare structure between the three major operators in the BART counties, thus making it necessary for BART to consider raising its fares accordingly.

Other Operating Revenues are expected to decline by \$1.0 million, primarily due to lower interest rates.

#### OPERATING EXPENSE

Operating labor costs, net of reimbursement for capitalized labor and maintenance services for MUNI, are expected to increase by 11.3% over the 1981/82 budgeted cost with a total net cost of \$90.1 million. This amount includes various staffing changes made necessary by the increased volume of cash collection and handling, additional work on capital projects, increased passenger miles and increased maintenance efforts. The net increase in budgeted headcount for permanent full-time positions by year-end amounts to 29 positions, partially funded through capital sources.

The cost of BART's overall power requirements, which in recent years has shown continuous significant increases, shows a more stable trend for 1982/83. Due to last winter's heavy rains, a larger percentage of hydro-electrically generated power will be available, reducing necessary, and previously expected, increases in power rates. The District's overall power cost contained in the 1982/83 budget is based on these expectations, and reflects the reduced rates recently approved by the CPUC, as well as expected minor increases during the fiscal year.

It is to be expected, however, that the cost of power will again rise significantly in subsequent years, and the District is therefore continuing its efforts to identify alternate sources of electric power, and possible improvements to the District's rate structure.

Other non-labor costs are expected to increase by \$1.8 million (11.4%). The total cost includes the continued impact of major maintenance items necessary with age of the system. It is the District's policy to carry out all maintenance as and when required in order to provide continued safe and reliable service to its patrons and prevent deterioration of the system's condition over the long term. Accelerated traction motor repair, major escalator repairs, station relamping, repair of plant facilities, a station painting program, and refurbishment of station destination signs are included in other non-labor costs.

Also included as part of the increase in other non-labor costs is the expected increase in cost of other utilities (electricity other than traction and station power, sewer charges, garbage removal), election expense, and the fee for parking stalls levied by the City of Oakland.

Overall, the tentative Operating Budget is 10.7% higher than the 1981/82 budget.

### EXPRESS BUS SERVICE

The \$7.4 million total shown for express bus services reflects partial implementation of the Express Bus Five-Year Plan. The level of expense represents a combination of express services and carryover local service not yet assumed by local operators.

Continuation of the local service component is estimated to cost \$1.1 million more than would be necessary to fund the adopted express bus plan. A corridor by corridor examination shows that the extra expenditure is required for "D" route service, primarily between Walnut Creek and Martinez. One of the MTC recommendations is that the \$1.1 million should be paid from Central Contra Costa Transit Authority TDA funds. If this is not done, the service could be discontinued and responsibility shifted to the local operator.

If the \$1.1 million for local service is not available, the express bus budget could be reduced to \$6.3 million. Funding at this level would provide for continuation of current services, except the "D" north of Walnut Creek, plus hourly service on the "P" route to Brentwood. Planned express bus additions which would be deferred are to commute runs from Danville (DN) and San Ramon (US). These additions have received some local opposition which will necessitate further review of the proposals.

### TAX AND FINANCIAL ASSISTANCE

Revenues from Property Tax are expected to be 48% higher than the amount budgeted for 1981/82, whereas, Sales Tax receipts are expected to increase by \$3.4 million (5.4%). Some \$3.4 million has been indicated to be available through MTC allocations to date.

### MTC CLAIM SUBMITTAL

On February 25, 1982, BART submitted a claim for \$11.9 million in discretionary funds for general operating needs, special shuttles as well as various capital and related planning needs.

As a result of the AB 842 Transit Finance Study, MTC will allocate \$3.0 million in TDA funds for operating and capital purposes, for which BART is the only applicant.

This allocation assumes a coordinated fare increase by all three operators which is consistent with that assumed in the BART tentative budget. Any revenues (farebox or financial assistance) which are not needed for operation may be applied to BART's capital program.

One additional result of the AB 842 study is an MTC proposal that \$1.1 million of extended express bus cost be funded from Contra Costa County TDA funds which would otherwise not be allocated to BART. BART continues to seek the pass through funds for special BART shuttles as reflected in the budget.

## CAPITAL ALLOCATIONS - SPECIAL FACTORS

A significant change in the 1982/83 budget from prior years is the inclusion of major capital allocations in addition to the Annual Capital Improvement Allowance of \$2.7 million.

The ever increasing capacity demands on the BART system caused the District several years ago to begin design of a new revenue vehicle the "C" car. These new cars will not only increase available capacity but will also make operation of the system more efficient.

Funding for these cars was expected to be accomplished primarily through Federal grants. It has become apparent however that such funding at the required level may well not be available in the time frame required by BART. It has therefore become necessary for the District to seriously consider supplementing the purchase of the minimum number of "C" cars with District funds, primarily from revenue bonds (as provided in the BART Act) and BART reserves. The budgeted capital allocation for 1982/83 included a partial amount of \$3.5 million toward projected debt service for the beginning of this program. Current indications are that, in order to successfully sell revenue bonds, the entire \$8.1 million in estimated debt service requirements will have to be covered in the operating budget.

To offset this amount, a reserve from 1981/82 operating funds of \$5.5 million for purchase of New Revenue Vehicles, was recently adopted by the BART Board of Directors for projected debt service in Fiscal 1982/83 in addition to the funds provided for this purpose in the Preliminary 1982/83 Budget.

Increasing development and population growth beyond the reach of the BART lines in the East Bay have caused increasing demand for extension of the lines in the South Alameda and East Contra Costa county areas, and preliminary extension plans have been developed and approved by the Board of Directors. Possible available State funding for the Right of Way acquisition for the first phases of this program is insufficient. The capital allocation budgeted for 1982/83 therefore includes \$2 million for beginning acquisition of key right of way parcels.

Also included in the proposed capital allocation is the continued capitalization of \$.52 million in planning costs, previously funded directly by MTC, for the above work, as well as for joint development planning, station access planning and other short and long range plans.

## OPERATING/FINANCIAL EFFICIENCY MEASURES

The District's Operating/Financial Efficiency Measures have shown constant improvement during recent years. This trend is expected to continue in 1982/83.

The Farebox Ratio, i.e. percent of operating expense covered by Net Passenger Revenues, is expected to increase to 47.64%. The 1981/82 ratio was budgeted at 39.26%, but increased ridership and greater operating efficiencies are expected to result in a 44.35% ratio for the current year.

The Operating Ratio, which reflects percent of operating expense covered by total Net Operating Revenues, shows similar improvements, although this ratio will be affected by an expected decline in interest rates in 1982/83. The budget expects a ratio of 50.62%, compared to a budgeted figure of 43.42% and expected actual ratio of 49.62% for the current year.

These ratios are considerably better than those required by State law and MTC guidelines of 33% Farebox Ratio and 35% Operating Ratio respectively.

Rail Cost Per Passenger Mile, which was budgeted at 17.8 cents for the current year, is expected to amount to 17.1 cents per mile during 1982/83.

#### CAPITAL EXPENSE ITEMS AND IMPROVEMENT ALLOWANCE

Part of the budget action taken by the Board of Directors in adopting the District budget has involved authorizing a controllable annual level of capital labor and non-labor spending. Although such expenses generally come before the Board as individual contracts, it has been District practice to have an annual amount budgeted for such items, which included in-house engineering and maintenance department labor, professional and technical service agreements, and miscellaneous purchases.

Major construction and procurement contracts are added to the above, resulting in a complete overall capital budget. Significant items include continuation of construction of the additional trackway through Oakland, beginning construction of the Regional Administration Center, major procurements for replacement of the Train Control Computer Systems, start of procurement of new transit vehicles, etc. Continued funding from Federal sources for these important projects will likely be at a lower level than required, thus making it necessary to seek larger allocations of discretionary regional funds coupled with partial funding from BART local funding sources.

The amount estimated for 1982/83, based on current capital projects underway or new projects expected to start, is \$65.9 million. The Board of Directors also authorizes an Improvement Allowance for minor capital expenditures which are either urgent or, for various reasons, not fundable through the time consuming capital grant process. The amount projected for 1982/83, which has been anticipated in the Five-Year Plan, is \$2.7 million.

#### GENERAL OBLIGATION BONDS

Based on an estimated average of 9.3% increase in assessed valuation of property for the three counties, a tax rate of \$.0647 will be required to produce the necessary tax revenue of \$48,550,000.

#### SPECIAL SERVICE DISTRICT NO. 1 BONDS

Assuming an estimated increase of 8% in assessed valuation for Alameda County, a tax rate of \$.0300 will be required to cover principal and interest payments on outstanding bonds of Special Service District No. 1 (Berkeley) for this fiscal year.

PROJECTED TAX RATES

A comparison of tax rates for 1981/82 with estimated rates for 1982/83 is as follows:

	<u>1981/82*</u>	<u>1982/83*</u>
General Fund	Allocated	Allocated
Debt Service	6.97¢	6.47¢
Special District No. 1 (Berkeley)	3.21¢	3.00¢

The specific budgets and fund flow requirements for servicing the General Obligation Bonds and Special Service District No. 1 Bonds are shown in Table II attached.

\* Tax rate is based on full value instead of assessed value for the fiscal years 1981/82 and 1982/83.

TABLE I  
 SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
 FISCAL YEAR 1982/83 PRELIMINARY BUDGET  
 (\$ THOUSANDS)

	1981/82 ADOPTED BUDGET (1)	1982/83 PRELIMINARY BUDGET
<u>REVENUES</u>		
Gross Passenger Revenue	\$ 51,612.0	\$ 66,049.0
Less Discounts, etc.	4,818.0	3,249.0
Net Passenger Revenue	46,794.0	62,800.0
Other Operating Revenue	4,961.9	3,921.0
Total Operating Revenue	\$ 51,755.9	\$ 66,721.0
<u>EXPENSES</u>		
Net Labor	\$ 80,946.8	\$ 90,100.0
Express Bus	4,165.9	6,322.0
Extended Express Bus (2)	1,164.3	1,100.0
Shuttles (2 & 4)	0.0	372.0
Power	18,704.0	18,246.6
Other Non-Labor	15,388.2	17,148.8
Total Expenses	\$ 120,369.2	\$ 133,289.4
<u>OPERATING DEFICIT</u>	(\$ 68,613.3)	(\$ 66,568.4)
<u>TAX &amp; FINANCIAL ASSISTANCE</u>		
Property Tax	\$ 2,991.0	\$ 4,420.0
Extended Express Bus	1,164.3	0.0
Shuttles (4)	0.0	372.0
TDA State Assistance - Planning (4)	0.0	520.0
TDA State Assistance - Other	4,137.7	2,480.0
TDA State Assistance - Improv. Allow.	0.0	0.0
1/2¢ Sales Tax (75%)	62,700.0	66,110.0
Improvement Allowance and Other Capital Allocations	( 2,600.0)	( 8,720.0) <sup>(3)</sup>
Total Financial Assistance	\$ 68,393.0	\$ 65,182.0
<u>NET FINANCIAL RESULT (DEFICIT)</u>	(\$ 220.3)	(\$ 1,386.4)
Farebox Ratio	39.26%	47.64%
Operating Ratio	43.42%	50.62%
Rail Cost/Passenger Mile	17.8 ¢	17.1 ¢
Passenger Miles (K)	646,041.0	733,409.0

- (1) Adopted Budget as amended by Resolution 2918.  
 (2) Not included in ratios.  
 (3) Improvement Allowance \$2.7M, Right of Way Purchase \$2.00M, Planning \$0.52M, New Vehicle Allocation \$3.50M.  
 (4) Pass thru funding for Planning \$500K, and Shuttle Buses \$348.4K, not reflected in 1981/82 Adopted Budget.

TABLE II

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
TENTATIVE BOND INTEREST AND REDEMPTION FUND BUDGET  
FISCAL YEAR 1982/83

GENERAL OBLIGATION BONDS

Estimated Funds Available 7-1-82				\$13,250,000
Estimated Tax Revenue 1982/83				48,550,000
Estimated Interest Income 1982/83				<u>2,500,000</u>
Total Funds Available				\$64,300,000
<u>Payments</u>	<u>12-15-82</u>	<u>6-15-83</u>	<u>12-15-83</u>	
Series A thru L - Interest	\$12,719,440	\$12,719,467	\$12,070,071	
Series A thru L - Principal	<u>-</u>	<u>26,750,000</u>	<u>-</u>	
	<u>\$12,719,440</u>	<u>\$39,469,467</u>	<u>\$12,070,071</u>	<u>\$64,258,978</u>
Estimated Surplus 12-15-83				<u>\$ 41,022</u>

SPECIAL SERVICE DISTRICT NO. 1 BONDS

Estimated Funds Available 7-1-82				\$ 202,000
Estimated Tax Revenue 1982/83				671,000
Estimated Interest Income 1982/83				<u>35,000</u>
Total Funds Available				\$ 908,000
<u>Payments</u>	<u>12-15-82</u>	<u>6-15-83</u>	<u>12-15-83</u>	
Series A - Interest	\$ 181,718	\$ 181,718	\$ 173,855	
Series A - Principal	<u>-</u>	<u>370,000</u>	<u>-</u>	
	<u>\$ 181,718</u>	<u>\$ 551,718</u>	<u>\$ 173,855</u>	<u>\$ 907,291</u>
Estimated Surplus 12-15-83				<u>\$ 709</u>

Y-109

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

June 9, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## PUBLIC HEARING ON 1982/83 BART BUDGET SET FOR THURSDAY, JUNE 10

At 9 a.m. on Thursday, June 10, the BART Board of Directors will hold a public hearing on BART's proposed \$133.3 million budget for fiscal year 1982/83. The hearing will take place in the Board of Directors Room of the BART Administration Building, located above the Lake Merritt BART Station, 800 Madison Street, Oakland.

The budget for the upcoming fiscal year, which begins on July 1, has been developed based on the District's adopted goals and objectives. Included is funding of capital projects the District has determined to be essential for the improvement and expansion of the system's peak-hour train capacity.

Assumed in the budget is a 13.1 percent fare increase. The Board is seeking public comment on the overall budget, including several fare increase options that have been proposed. Even with the assumed fare increase, the budget has a \$1.3 million unfunded deficit.

It is expected that a final budget will be adopted by the Board on June 24, 1982.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

June 11, 1982

FOR IMMEDIATE RELEASE

## "BART-TO-BUS" TRANSFER STILL AVAILABLE FOR EXPRESS BUS SERVICE AND THREE OTHER BUS SYSTEMS

Free Bus transfers will continue to be available to BART patrons wishing to connect with BART Express Buses, Santa Clara County Transit, Central Contra Costa Transit Authority (CCCTA), and the Union City Flea bus service.

The bus transfers, available from machines inside east bay BART stations, enable BART patrons exiting a station to transfer to buses for a one-zone trip without having to pay an additional fare. Passengers pay the regular bus fare for the trip to the station.

Effective July 1, 1982, the free AC Transit transfers will no longer be honored on AC buses which provide local service to BART stations. Stations that will have the bus transfer machines removed on the effective date are: Richmond, El Cerrito Plaza, North Berkeley, Berkeley, Ashby, Rockridge, MacArthur, 19th Street, 12th Street, Oakland West, Lake Merritt, Fruitvale, Coliseum, San Leandro and South Hayward.

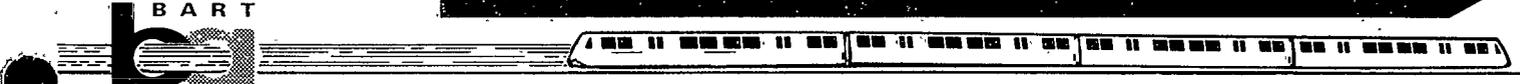
However, BART Express Buses, which connect passengers living in outlying regions of Contra Costa and Alameda counties with El Cerrito Del Norte, Walnut Creek, Concord, Bay Fair and Hayward BART stations, will continue to honor the transfers. Although maintained and operated by AC Transit, the Express Buses are provided for BART patrons under a service contract between the two transit agencies. The Express Buses are easily identifiable by their bright blue color and BART logo on the side.

Free bus transfers will also continue to be accepted by Santa Clara County buses at Fremont Station, CCCTA buses at stations along the Concord line to Orinda, and "The Flea" buses at Union City Station.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager,  
Public Affairs

June 11, 1982

Contact: Sy Mober, Manager  
Public Information  
(415) 465 4100

After 6PM (415) 521 3622

FOR IMMEDIATE RELEASE

A D V I S O R Y - BART TO HOLD AUCTION SATURDAY, JUNE 12

Tomorrow, Saturday, June 12, beginning at 10 a.m., BART will hold its semi-annual auction of lost and found articles, at BART's Lake Merritt street level plaza, 800 Madison Street, Oakland.

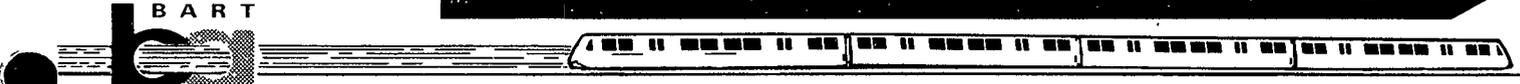
Successful bidders will be required to make a minimum payment of 25 percent of the bid price at the time of bid acceptance, with the balance due no later than one hour following the close of the auction. No personal checks will be accepted, payments must be made by cash, money order, certified check, cashier's check or travelers check.

The public is welcome to bid on any of the items, which can be seen at a pre-auction display between 9 a.m. and 10 a.m. on the day of the auction.

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# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

June 17, 1982

CONTACT: Sy Mouber, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## "BART GOING PLACES" EXHIBIT NOW AT LAFAYETTE BART STATION

Now on display at the Lafayette BART Station, is BART's traveling exhibit, titled "BART.Going Places" which colorfully presents information on the past, present and the future of the system. The exhibit will remain at this station until October, 1982, where it is open for viewing BART passengers throughout the day.

The exhibit features a nine-foot scale model of the new "C" car that BART intends to purchase, plus two continuously shown films of BART's construction and an inside look at the system today.

Divided into three large sections, each depicting an era of the system, the exhibit is 50 feet in length. It includes blowups of historic photos showing BART's construction of the transbay tube and the Berkeley Hills tunnel. There are graphics and photos illustrating BART's current operations and futuristic renderings of BART's plans for improvements to increase service during the next five years.

Free brochures and "BART. Going Places" buttons are given to all exhibit visitors.

The exhibit opened last September in the San Francisco Embarcadero BART Station and most recently, was on display in the MacArthur BART Station. It will be traveling to BART stations throughout the system and to other bay area locations throughout 1982.

# # #

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

June 17, 1982

Contact: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART'S "BILLY BALL SPECIAL" TO RUN THIS WEEKEND AND ON MONDAY

BART's "Billy Ball Special" direct trains to the Coliseum will operate on Saturday, June 19, Sunday, June 20 and Monday, June 21. These special trains offer no-transfer, direct service from Concord on Saturday and Sunday and from Daly City on Sunday.

For the A's/Toronto game on Saturday, June 19, the "Billy Ball Special" will leave the Concord BART Station at 11:25 a.m. but on Sunday, the special train will depart Concord Station at 11:20 a.m. For A's fans using stations on the Daly City/San Francisco line, the direct, no-transfer train will leave the Daly City BART Station at 11:35 a.m. This train will also make all stops on the line, going directly to the Coliseum Station.

The Concord line "Billy Ball Special" will arrive at the Coliseum at 12:10 p.m. on Saturday and on Sunday, it will arrive at 12:05 p.m. The Daly City/San Francisco direct train will arrive at the Coliseum at 12:14 p.m. on Sunday, for the game which will begin at 1:05 p.m.

On Monday, June 21, when the A's play the Kansas City Royals, "The Billy Ball Special" will leave the Concord Station at 6:00 p.m. and arrive at the Coliseum Station at 6:45 p.m., for the night game which will begin at 7:35 p.m.

The Coliseum stadium is just a short walk from the Coliseum Bart Station, via an aerial bridge connecting the two facilities. An elevator to the bridge makes it accessible to persons with mobility impairments.

"Billy Ball Special A's Train schedules and the BART weekend and evening timetables are available at all stations on the Concord and San Francisco lines.

# # #

F.Y.I. Complete Train Schedules attached.

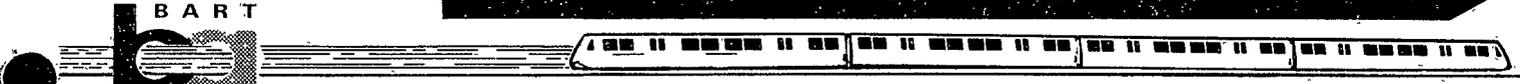
F.Y.I. Complete Train SchedulesBART "BILLY BALL SPECIAL" TRAINS FOR JUNE 1982

	SAT 6/19	SUN 6/20	MON 6/21
Lv. Concord	11:25AM	11:20AM	6:00PM
Lv. Pleasant Hill	11:31AM	11:26AM	6:06PM
Lv. Walnut Creek	11:34AM	11:29AM	6:09PM
Lv. Lafayette	11:39AM	11:34AM	6:14PM
Lv. Orinda	11:44AM	11:39AM	6:19PM
Lv. Rockridge	11:50AM	11:45AM	6:25PM
Ar. Coliseum	12:10PM	12:05PM	6:45PM
GAME TIME	1:05PM	1:05PM	7:35PM
Lv. Daly City		11:35AM	
Lv. Balboa Park		11:39AM	
Lv. Glen Park		11:41AM	
Lv. 24th Street		11:45AM	
Lv. 16th Street		11:47AM	
Lv. Civic Center		11:49AM	
Lv. Powell		11:51AM	
Lv. Montgomery		11:53AM	
Lv. Embarcadero		11:54AM	
Lv. Oakland West		12:01PM	
Ar. Coliseum		12:14PM	
GAME TIME		1:05PM	

NOTE: The "Billy Ball Special" trains will depart Coliseum Station following the game, for the return trip.

# NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

June 23, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

RIDE BART TO THE ALAMEDA COUNTY FAIR IN PLEASANTON, JUNE 26 THRU JULY 11

In order to accommodate those planning to attend the 70th Alameda County Fair in Pleasanton, CA, which will take place June 26 through July 11, a free shuttle service will be in operation between the Fair gates and the BART Express Bus "D" Line bus stop at the corner of First and Neal Streets in downtown Pleasanton. The free Fair shuttle will operate every day of the fair during the hours which the Fair is open.

BART Police Department will have an exhibit in the Hall of Commerce at the Fair. This booth will be staffed by two BART police officers on June 26 and 27 and then again on July 10 and 11 between the hours of 10 a.m. and 11 p.m. They will be explaining their role, authority and responsibilities pertaining to the BART system.

BART Express Bus "D" line operates between the Hayward BART Station and Livermore seven days a week. "D" Line time tables and route maps are available at the Hayward Station or by calling BART Telephone Information Center (415) 465-BART or the AC Transit Information Center at (415) 839-2220.

# # #

# NEWS RELEASE

BART



**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

June 23, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

## BART GOING PLACES EXHIBIT NOW AT LAFAYETTE STATION

BART's traveling exhibit, "BART. Going Places," which is now on display at the Lafayette BART Station, will remain at this station only through August, not until October 1982, as originally announced.

The exhibit will then be moved to BART's Administration Building in Oakland late in August where it will be exhibited during the month of September 1982 as part of BART's 10th Anniversary Celebration, plans for which are now being developed and will be announced at a later date.

# # #

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

June 24, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

ADVISORY - SEE FYI BELOW

RIDE BART TO THE ALAMEDA COUNTY FAIR IN PLEASANTON, JUNE 26 THRU JULY 11

In order to accommodate those planning to attend the 70th Alameda County Fair in Pleasanton, CA, which will take place June 26 through July 11, a free shuttle service will be in operation between the Fair gates and the BART Express Bus "U" Line bus stop at the corner of First and Neal Streets in downtown Pleasanton. The free Fair shuttle will operate every day of the fair during the hours which the Fair is open.

BART Police Department will have an exhibit in the Hall of Commerce at the Fair. This booth will be staffed by two BART police officers on June 26 and 27 and then again on July 10 and 11 between the hours of 10 a.m. and 11 p.m. They will be explaining their role, authority and responsibilities pertaining to the BART system.

BART Express Bus "U" line operates between the Hayward BART Station and Livermore seven days a week. "U" Line time tables and route maps are available at the Hayward Station or by calling BART Telephone Information Center (415) 465-BART or the AC Transit Information Center at (415) 653-3535.

FYI: There was an error in Release #Y-114 - dated and mailed June 23, 1982, same headline as this release. It is the BART Express Bus "U" Line from Hayward Station that is to be used in getting to the Alameda County Fair. Contact AC Transit Information Number is 653-3535.

# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**Mike Healy, Department Manager  
Public Affairs

June 25, 1982

CONTACT: Sy Mober, Manager  
Public Information  
(415) 465-4100, Ext. 514FOR IMMEDIATE RELEASEBART TO THE OAKLAND BREAKERS TEAM TENNIS MATCHES AT THE COLISEUM

Tennis fans will find that the easiest way to get to the matches of the new Oakland Breakers Tennis Team is to take BART. Now available at all BART stations are flyers announcing the home game schedule, of the bay area's newest professional sports team, for the month of July. This flyer contains a coupon good for a \$1 discount on any seat when presented on the night the ticket is purchased. Also, there is a coupon offer from Nike sport products for a two-for-one purchase of loge seats at the Oakland Breakers Team Tennis matches.

All games start at 7:30 p.m. and are played in the Arena of the Oakland Coliseum complex. Tennis fans planning to BART to the matches will find that the Arena is just a short walk from the Coliseum BART Station over the aerial walkway, which is also accessible by elevator for the convenience of senior citizens and the handicapped.

BART operates on four lines - Richmond/Fremont, Richmond/Daly City, Concord/Daly City and Fremont/Daly City - Monday through Saturday, from 6 a.m. to 6 p.m. On these days, from 6 p.m. to 12 midnight, service is available on two lines, Richmond/Fremont and Concord/Daly City.

On Sundays, BART service begins at 9 a.m. and ends at 12 midnight, with trains operating on the Richmond/Fremont and Concord/Daly City lines, only.

Those planning to BART to the matches of the new Oakland Breakers tennis team, at the Oakland Coliseum, are encouraged to pick up an "Evening and Weekend Time Schedule" at any BART Station.

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# NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100**

Mike Healy, Department Manager  
Public Affairs

June 25, 1982

ADVISORY ONLY

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART WILL BE OPERATING LONGER TRAINS OVER THIS WEEKEND

In order to accommodate the crowds which are expected at four major entertainment events on Saturday, June 26 and Sunday, June 27 in the bay area, BART will be operating longer trains.

Because the "Day on the Green" concert at the Oakland Coliseum Stadium is expected to draw over 30,000 persons between 3 p.m. and 11 p.m. on Saturday, BART will run longer trains on all four lines from 6 a.m. to 6 p.m. and then on two lines to midnight. Also special extra trains will be available, if needed, following the "Day on the Green" concert to accommodate what is expected to be large numbers of fans returning home.

The "Gay Freedom Day Parade" will take place in San Francisco on Sunday, June 27 beginning at 11 a.m. Longer BART trains will be operating on the two lines which are regularly in service. Over 200,000 persons are expected to be in San Francisco for this parade, which will be over by about 2 p.m.

At the "San Francisco Fair" which is being held in the Moscone Center on Howard Street in San Francisco, extra large crowds are expected to attend, due to the special events planned for this weekend. These include video games demonstrations and a reduction in the price of tickets.

The Alameda County Fair in Pleasanton, CA will be operating a free shuttle from the entrance to the Fair to the downtown Pleasanton BART Express Bus "U" Line bus stop at First and Neal Streets.

-MORE-

BART Express Bus "U" Line operates between the Hayward BART Station and Livermore seven days a week. On Saturday, buses operate every 30 minutes and Sunday the bus arrives every 60 minutes. "U" Line time tables and route maps are available at the Hayward Station or by calling BART Telephone Information Center (415) 465-BART or the AC Transit Information Center at (415) 653-3535.

By adding cars to all BART trains this weekend, those planning to attend any of these four major Bay Area events will find that BART is the way to go and not experience the hassle of parking or highway traffic.

On Saturday, BART operates on four lines - Richmond/Fremont, Richmond/Daly City, Concord/Daly City and Fremont/Daly City from 6 a.m. to 6 p.m. and from 6 p.m. to 12 midnight, service is available on only two lines, Richmond/Fremont and Concord/Daly City.

On Sundays, BART service begins at 9 a.m. and ends at 12 midnight, with trains operating only on the Richmond/Fremont and Concord/Daly City lines.

Those planning to BART to any of these weekend activities are encouraged to pick up an "Evening and Weekend Time Schedule" at any BART Station.

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# NEWS RELEASE

BART

  
BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Mike Healy, Department Manager  
Public Affairs

June 29, 1982

CONTACT: Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASEBART/AC TRANSFERS TO CONTINUE - BUT AT HALF FARE

Effective July 1, 1982, the BART/AC transfers, which are available from vending machines inside the paid area of BART stations served by AC Transit, will be accepted on a half-fare basis for the next three months. Free bus transfers will continue to be accepted from trips away from BART stations served by Santa Clara County Transit (County Transit); Central Contra Costa Transit (CCCTA) and the Union City "Flea".

The new half-fare transfer policy is a change from the previous free transfer agreement between BART and AC Transit. As of Thursday, July 1, the BART to AC Transit transfers will cost 30 cents for adults, 20 cents for children five through sixteen, and 10 cents for senior citizens and the handicapped who possess the Bay Region Transit Discount Card.

Recently the BART Board of Directors voted to request the Metropolitan Transportation Commission (MTC) to allocate to BART additional funds so that the free BART/AC transfer arrangement could be continued. BART, AC Transit and MTC are discussing the future of transfer arrangements, and an announcement is expected within 90 days.

BART patrons, planning to use the BART/AC transfers, are reminded to obtain the transfers upon exiting a BART station and give the transfer and correct change to the bus driver. If an additional transfer is needed to a second AC Transit bus, an additional half-fare will be needed.

Free transfers to BART Express Buses will continue to be accepted. BART Express Buses serve the outlying regions of Contra Costa and Alameda Counties from El Cerrito Del Norte, Walnut Creek, Concord, Bay Fair and Hayward BART Stations. The BART Express Buses are easily identifiable by their bright blue color and BART symbol on the side.

# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

Sy Moubert, Manager  
Public Information  
(415) 465-4100, Ext. 514

June 30, 1982

FOR IMMEDIATE RELEASE

BART TO THE OAKLAND A's ON THE "BILLY BALL SPECIAL" TRAIN

As the Oakland A's head into the second half of the 1982 baseball season, BART will again be operating the special direct trains - "Billy Ball Special" - from the Concord and Daly City BART Stations to the Oakland Coliseum.

For the 37 home games played so far this year, BART has carried about 17% of the paid attendance at the Oakland A's games. More than 141,000 A's fans have discovered that the quickest and the easiest way to reach the Oakland Coliseum is by riding BART to avoid the highway traffic and parking hassle.

On Saturday, July 3, the "Billy Ball Special" will depart the Concord BART Station at 10:25 a.m. and will operate directly to the Coliseum BART Station, where it will arrive at 11:10 a.m. for the game which will begin at 12:15 p.m. This train will make all stops and eliminates the need for making a transfer in the downtown Oakland area. A's fans coming from San Francisco and Richmond on Saturday should board a Fremont bound train for direct service to the game. Fans boarding at the Fremont BART Station and stations to the north can take either a Richmond or San Francisco bound train for service directly to the Coliseum Station.

On Sunday, the Fourth of July, two "Billy Ball Specials" will be in operation for the game between the Oakland A's and the Texas Rangers which begins at 6:15 p.m. From the Concord Station the 7-car train leaves at 4:20 p.m. and arrives at the Coliseum Station at 5:05 p.m. In order to accommodate A's fans from the San Francisco and Peninsula areas, the second "Billy Ball Special" departs from the Daly City BART Station at 4:35 p.m. and will pick up passengers at all San Francisco stations, arriving at the Coliseum at 5:14 p.m.

(MORE)

2-2-2-2 BART TO THE OAKLAND A's ON THE "BILLY BALL SPECIAL" TRAINS

The "Billy Ball Special" trains providing direct service to the Coliseum will be operating from the Concord Station Wednesday, July 7; Thursday, July 8; Saturday, July 10 and on Sunday, July 11. Also, on Sunday, July 11 the "Billy Ball Special" will be operating from Daly City Station.

The Coliseum stadium is just a short walk from the Coliseum BART Station, via an aerial bridge connecting the two facilities. An elevator to the bridge makes it accessible to persons with mobility impairments. Information about the "Billy Ball Special" train schedules and the BART Weekend and Evening Schedule is available at all BART stations.

# # #

ADVISORY: Please keep this train schedule. BART will make every effort to keep you informed, on a weekly basis, of changes or additions to this schedule.

"BILLY BALL" SPECIAL A'S TRAINS FOR JULY 3 THROUGH JULY 11, 1982

<u>CONCORD TO COLISEUM DIRECT TRAIN SERVICE</u>	<u>SAT 7/3</u>	<u>SUN 7/4</u>	<u>WED 7/7</u>	<u>THUR 7/8</u>	<u>SAT 7/10</u>	<u>SUN 7/11</u>
Lv. Concord Station	10:25AM	4:20PM	6:00PM	6:00PM	11:25AM	11:25AM
Lv. Pleasant Hill	10:31AM	4:26PM	6:06PM	6:06PM	11:31AM	11:31AM
Lv. Walnut Creek	10:34AM	4:29PM	6:09PM	6:09PM	11:34AM	11:34AM
Lv. Lafayette	10:39AM	4:34PM	6:14PM	6:14PM	11:39AM	11:39AM
Lv. Orinda	10:44AM	4:39PM	6:19PM	6:19PM	11:44AM	11:44AM
Lv. Rockridge	10:50AM	4:45PM	6:25PM	6:25PM	11:50AM	11:50AM
Ar. Coliseum	11:10AM	5:05PM	6:45PM	6:45PM	12:10PM	12:10PM
GAME TIME	12:15PM	6:15PM	7:35PM	7:35PM	1:05PM	1:05PM
<u>AFTER GAME, THESE TRAINS RETURN TO CONCORD, MAKING ALL STOPS</u>						

<u>DALY CITY TO COLISEUM DIRECT TRAIN SERVICE</u>	<u>SUN 7/4</u>	<u>SUN 7/11</u>
Lv. Daly City	4:35PM	11:35AM
Lv. Balboa Park	4:39PM	11:39AM
Lv. Glen Park	4:41PM	11:41AM
Lv. 24th Street	4:45PM	11:45AM
Lv. 16th Street	4:47PM	11:47AM
Lv. Civic Center	4:49PM	11:49AM
Lv. Powell Street	4:51PM	11:51AM
Lv. Montgomery	4:53PM	11:53AM
Lv. Embarcadero	4:54PM	11:54AM
Lv. Oakland West	5:01PM	12:01PM
Ar. Coliseum	5:14PM	12:14PM
GAME TIME	6:15PM	1:05PM

AFTER GAME, THESE TRAINS RETURN TO SAN FRANCISCO/DALY CITY, MAKING ALL STOPS

# # #